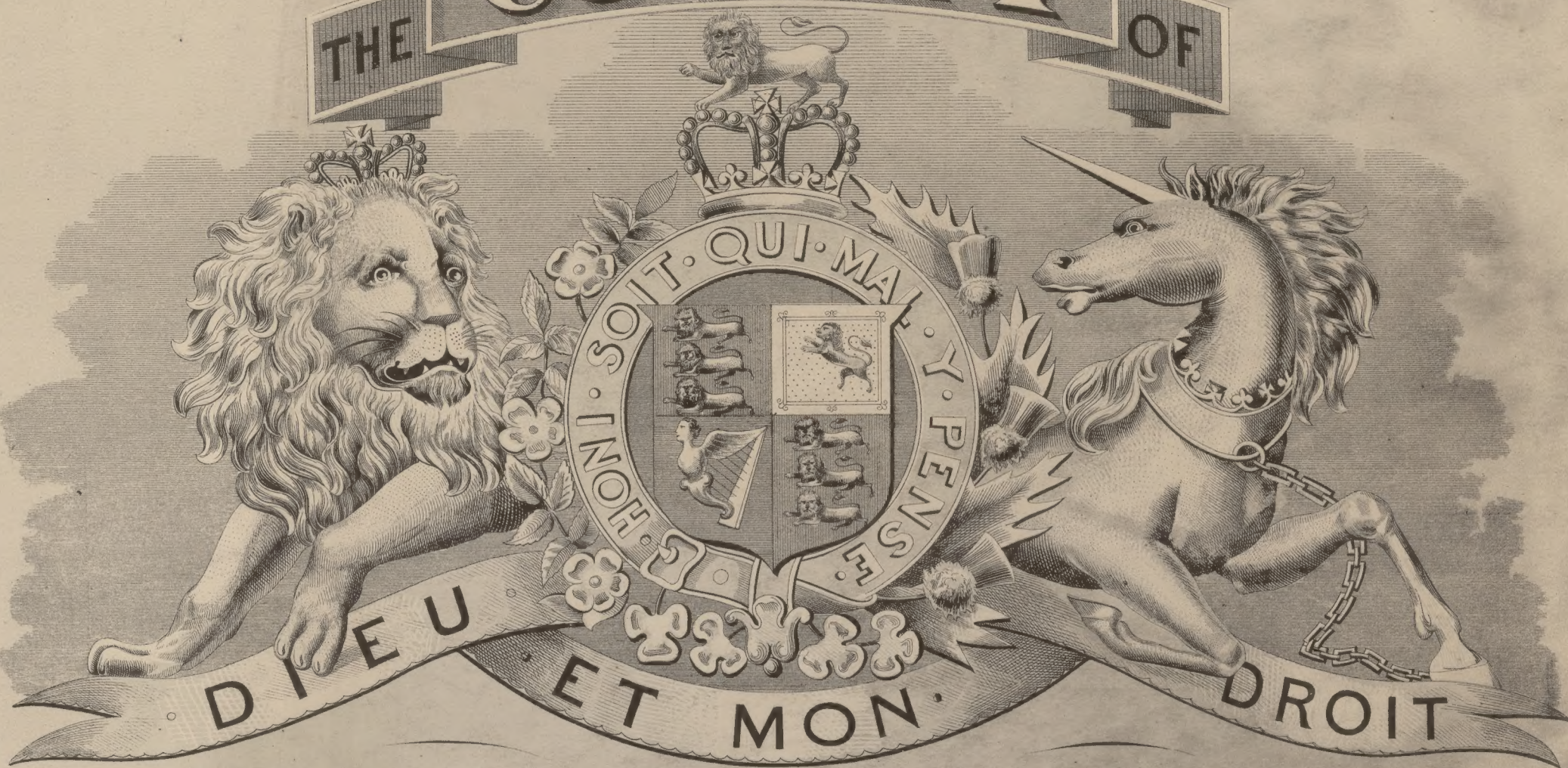


ILLUSTRATED
HISTORICAL ATLAS

OF
THE COUNTY OF



WENTWORTH

ONT.

Dedicated by Special Permission to His Excellency

The EARL OF DUFFERIN K.P. K.C.B. Governor General

Compiled Drawn

and Published from Personal Examinations and Surveys

BY

PAGE & SMITH

TORONTO.

1875.

Geo. J. Gohard & Co. Lith. 13 Adelaide St. East, Toronto.

ENTERED ACCORDING TO THE ACT OF THE PARLIAMENT OF CANADA, IN THE YEAR ONE THOUSAND EIGHT HUNDRED AND SEVENTY FIVE, BY H. R. PAGE IN THE OFFICE OF THE MINISTER OF AGRICULTURE

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







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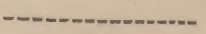
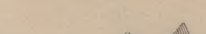
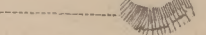
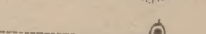
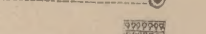
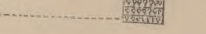
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PATRON'S DIRECTORY.

Hamilton City	XXXIII
" "	XXXVI
Dundas Village	XXXVI
Ancaster	XXXVII
Beverly	XXXVIII
Glanford	XL.
Flamboro' West	"
Flamboro' East	"
Saltfleet	XLI
Barton	"
Binbrook	"

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Farm House,	
School House,	
Church,	
Mills,	
Blacksmith Shop,	
Cemeteries,	
Roads,	
Railroads,	

Proposed Railroads,	
Stone Quarries,	
Lime Kilns,	
Orchards,	
Swamp,	
Creeks,	

Scale, 2 inches to the mile.

HISTORICAL SKETCH OF THE COUNTY OF WENTWORTH.

BY R. K. KERNIGHAN.

In presenting this work to the citizens of Wentworth County, we wish to express our heartfelt thanks to all those who have so kindly aided us. We especially owe our thanks to Ex-Mayor Charlton, who has furnished us much valuable historical matter, also, to all others who have taken an interest in bringing forth this work, we feel truly thankful.

PAGE & SMITH.

It is the province of this part of the work to give a short and as faithful a description as possible of the early history and development, with the causes thereof, of the County of Wentworth and the City of Hamilton. Most of the facts are gathered from old records, and from the lips of some of the first settlers who are still alive. It is contended by a great many that the history of a young country, like any one county in Canada, can have very few legitimate or interesting facts connected with it. This is a mistake. The history of Wentworth and Hamilton teems with romantic incidents, and the history of its public works and developments stands out before the civilized world, to show what an industrious and energetic people can do in a strange country. A century has not yet passed away since the first pioneer settled in the wilds of Wentworth, and now it boasts a population of 30,000, and its county town is a centre for manufactures of all kinds, and is one of the leading cities of the Dominion. In treating of the early history of the county, the historian deals principally with the first settlers, and not with the early travelers and visitors. As to the latter, there is a supposition that early in the seventeenth century a Fleming, named Father Hennepin, visited that part of Canada formerly known as the Gore District, and gave it the name of Flanders, and the site of the town of Dundas, where he encamped, the title of Little Flanders. The name of Little Flanders was afterwards changed to Coote's Paradise. There is some doubt as to the origin of this name. Some people contend that it was given by the hunters, on account of the number of birds called cootes which inhabited the marsh; others say that it got its name from a keen English sportsman named Coote, who spent a summer shooting in the marsh. The next visitor was De La Salle, an eminent French traveler who, in 1669, coasted along the northern shore of Lake Ontario, entered Burlington Bay, and encamped on the site of the City of Hamilton. Here he remained for several days, engaged in hunting, until he was seized with a severe fever—caused, it was said, by his seeing three large rattlesnakes while ascending the mountain ridge. He only stayed here a short time however, being on his way to the Indian village of Otinaoua/aoua. This village, from its position on Galinee's map, was probably on the shores of Lake Medad, as, within the last few years, Indian bones, pottery arrow-heads, etc., have been found in profusion there. In another part of the work will be found tracings from a chart

drawn by Galinee of the travels of De La Salle through this part of Ontario. Though very incorrect in a geographical point of view, yet it is interesting in a great many ways, being the first map of this part of Canada.

The first territorial division affecting Wentworth, of what is now Ontario, was made by proclamation, issued under the authority of an Act of the British Parliament, by Lord Dorchester, then Governor-General of Canada, July 24th, 1788. At this time Ontario formed part of the Province of Quebec, and was divided into four districts, viz: Lunenburg, Mecklinburgh, Nassau (of which Wentworth formed a part), and Nesse.

The Eighth Act of the Upper Canada Parliament (32 Geo. III., chap. 8, Oct. 15, 1792,) continued these boundaries, but altered the names of the districts to Eastern, Midland, Home, and Western. They were subsequently extended and multiplied, with the following names: Bathurst, Gore, Home, London, Midland, Newcastle, Niagara and Western. Wentworth was included in the Gore District, which was composed of the following townships:

West Flamboro',	Dumfries,
Ancaster,	Nelson,
Waterloo,	Esquesing,
Beverly,	East Flamboro',
Saltfleet,	Grand River Tract,
Erin,	Nichol,
Nassagaweya,	Glanford,
Trafalgar,	Barton,
Eramosa,	Wilmot,
Binbrook,	Woolwich,
	Guelph,

containing in all 551,909 acres of land.

When the different districts were broken up, the Counties of Wentworth and Halton formed one municipality. On the 14th of June, 1853, the County of Halton was separated from Wentworth by Act of Parliament. This division has remained good ever since. Wentworth is now composed of the following municipalities: The City of Hamilton, Town of Dundas the Townships of Beverly, Binbrook, Barton, Ancaster, Saltfleet, Glanford, East and West Flamboro'.

The Gore District was formed out of certain portions of Home and Western, and was composed of the above townships, each one sending representatives to the Gore District Council, held in Hamilton, at stated periods. The manner of electing these representatives in the early life of the Gore District was as original as it was the reverse of the ballot system. In those

days there were no town halls, but the electors met in the open road; some one then sprang upon a stump, delivered a speech, and nominated a person to represent the municipality. Those for the nominee ran up the road, and those against him ran down the road, and the majority, of course, carried their point. These were called town-meeting days. The following is a list of the Wardens for the Gore District until its formation into counties:

John Wetenhall was Warden from 1842 to 1846; Samuel Clarke held the office from 1847 to 1850.

In 1850 the district was divided into counties. For four years the Counties of Halton and Wentworth formed one municipality. Robert Spence acted as Warden for the years 1850, '51 and '52, and John Heslop for 1853 and 1854.

In 1854 the united Counties of Halton and Wentworth were divided into separate municipalities. The following is the list of Wardens of the County of Wentworth up to 1875:

John Heslop, from 1855 to 1859; Alexander Brown, from 1859 to 1867; R. R. Waddell, from 1868 to 1870; Thos. Baine, 1870; Alonzo Eggleston, 1871; James Somerville, 1872; Thos. Stock, from 1873 to 1875; Peter Wood, 1875.

A detailed history of the Gore District would be impossible here, but a few facts relative to it will, perhaps, be interesting.

Stores and merchant houses being scarce in those times, hawkers, or pedlars, drove a thriving business throughout the country—some of them making large fortunes by it. The following are the names of the hawkers and pedlars who received licenses to follow their trade in the Gore District from the 1st October to the 30th September, 1832. The first column gives the names, the second their mode of travelling, and the third the amount of their license:

NAMES.	DESCRIPTION.	LICENSE.
John Hughes.....	On foot.	5 1 0
William Hughes.....	One horse.	10 0 0
E. F. Nickerson.....	do.	10 0 0
G. J. Metcalf.....	do.	10 0 0
William McDonnell.....	On foot.	5 0 0
Charles Stevens.....	do.	5 0 0
Ozra A. Gould.....	One horse.	10 0 0
Elijah Williams.....	On foot.	5 0 0
Jacob Sovereign.....	One horse.	10 0 0
Lyman C. Way.....	do.	10 0 0
John McKinly.....	On foot.	5 0 0
		85 0 0

The following is the Gore District Statement of the Ratable Property returned on the Assessment Lists of the several Townships of the Gore District, together with the Rates and Assessments imposed in the year 1832.

TOWNSHIPS.	ACRES OF LAND.		HOUSES.									MILLS.		SHOPS.		CATTLE.					CARRIAGES.				AMOUNT OF RATEABLE PROPERTY.	TAX OF ONE PENNY PER POUND.	RATE TO DEFRAY MEMBERS' WAGES.	TOTAL AMOUNT OF TAX.		
	Wild.	Arable.	Square Logs, one Story.	Additional Fire-places.	Square Logs, two Story.	Additional Fire-places.	Framed under two Story.	Additional Fire-places.	Brick or Stone, under 2 Story.	Additional Fire places.	Two Story Houses.	Additional Fire-places.	Grist Mill, one pair Stones.	Additional pair Stones.	Saw Mills.	Merchant Shops.	Store Houses.	Stone Horses for Mares.	Horses 3 years old and upwards.	Oxen 4 years old and upwards.	Milch Cows.	Young Cattle.	Close, for pleasure.	Phaetons.					Curricles and gigs.	Pleasure Wagons.
West Flamboro'	11389	4689	7	.....	.....	.....	99	10	2	.....	30	23	4	7	8	17	5	1	219	161	383	142	.....	5	1	11	£23486 0s. 0d.	£ 97 17s. 2d.	£10 8s. 2d.	£108 5s. 4d.
Dumfries	56113	13678	50	.....	.....	.....	60	24	.....	.....	.....	.....	2	.....	4	3	.....	1	413	747	1029	339	.....	.....	.....	1	42514 0 0	177 2 10	18 12 6	195 15 4
Ancaster	21662	12747	17	.....	.....	.....	144	24	42	.....	20	22	2	2	5	4	.....	3	519	270	972	389	.....	.....	1	25	54493 0 0	147 17 9	15 14 9	163 12 6
Nelson	23645	7297	8	.....	.....	.....	54	12	5	.....	10	10	1	1	6	6	.....	.....	227	328	664	242	.....	2	.....	7	23250 0 0	96 17 6	10 2 3	106 19 9
Waterloo	45674	13983	69	.....	53	.....	55	.....	.....	.....	61	4	6	15	5	.....	.....	1	420	555	1007	661	.....	.....	.....	.....	44395 0 0	185 19 6	20 1 2	206 0 8
Esquesing	32927	6853	8	.....	.....	.....	26	.....	.....	.....	.....	.....	4	1	6	3	.....	.....	123	406	616	320	.....	.....	.....	.....	21915 0 0	91 6 3	9 18 8	101 4 11
Beverly	17544	4392	25	.....	.....	.....	14	2	.....	.....	1	.....	.....	.....	.....	.....	.....	2	119	235	433	154	.....	.....	.....	.....	13036 0 0	54 6 4	5 14 6	58 0 10
East Flamboro'	11206	2949	11	.....	.....	.....	20	7	.....	.....	3	6	2	1	5	2	1	.....	102	115	240	124	.....	.....	.....	.....	10056 0 0	41 8 0	3 19 0	45 7 0
Salt fleet	12349	6334	20	.....	.....	.....	72	18	.....	.....	8	12	2	.....	7	3	.....	1	254	269	620	211	.....	.....	.....	18	19914 0 0	82 19 6	8 18 0	91 17 6
Grand River Tract..	15033	8728	35	3	.....	.....	74	20	.....	.....	18	16	4	2	6	19	.....	1	315	450	741	244	1	.....	3	22	29277 0 0	121 19 9	12 15 3	134 15 0
Erin	15915	1485	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	32	111	207	104	.....	.....	.....	.....	6402 0 0	26 13 6	2 14 10	29 8 4
Nichol	16031	181	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	33	13	.....	.....	.....	.....	5267 0 0	14 8 11	1 11 11	16 0 10
Nasagaweya	12971	4132	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8	117	164	78	.....	.....	.....	.....	4926 0 0	20 10 6	2 1 7	22 12 1
Glanford	9390	3573	12	.....	.....	.....	16	2	.....	.....	3	1	.....	.....	.....	.....	.....	1	137	102	294	153	.....	.....	.....	.....	9425 0 0	39 5 5	4 3 2	43 8 7
Trafalgar	40080	11078	6	1	.....	.....	78	19	.....	.....	10	5	3	1	10	4	1	.....	319	454	1037	350	.....	.....	.....	.....	33523 0 0	139 13 7	14 13 3	154 6 10
Barton	9394	6490	38	2	.....	.....	114	43	2	3	42	35	1	1	5	16	6	1	314	149	547	140	1	6	2	23	28520 0 0	118 16 8	12 12 11	131 9 7
Eramosa	12706	1169	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	22	122	160	11	.....	.....	.....	.....	5355 0 0	22 6 3	2 9 3	24 14 6
Wilmot	21191	1873	3	.....	6	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	18	211	250	99	.....	.....	.....	.....	8681 0 0	36 3 5	3 16 0	39 18 5
Binbrook	5 11	1236	4	.....	.....	.....	6	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	38	57	117	49	.....	.....	.....	.....	3851 0 0	16 0 11	1 13 4	17 14 3
Woolwich	14044	3075	5	.....	15	2	1	.....	.....	.....	5	2	1	.....	.....	.....	.....	.....	69	104	201	141	.....	.....	.....	.....	14704 0 0	37 11 4	3 19 10	41 11 2
Guelph	15813	1789	.....	.....	.....	.....	11	.....	.....	.....	.....	.....	.....	.....	.....	1	7	.....	32	221	241	51	.....	.....	.....	.....	9633 0 0	40 2 9	4 8 4	44 11 1
	421088	130821	320	6	79	2	845	159	51	5	150	193	31	22	90	91	13	13	3700	5200	9956	4015	2	13	7	109	413,623 0 0	1619 7 10	170 8 8	1777 14 6

ROBERT BERRIE, Clerk of the Peace, G. District.

The following are the names of persons licensed as shopkeepers to sell spirituous liquors in the Gore District for 1832:

George Chalmers, Fergus & Andrews,
Walter O'Reilly, Andrew Stephens,
James B. Ewart, Andrew Gage,
Nathaniel Ives, McCoy, Smith & Co.,
Merrick, Thomas & Co.

The following persons were licensed as innkeepers to sell liquor during 1832:

John Thorpe, George Carey,
Ephraim Post, David Pearson,
James Oliver, William Barlow,
James Newton, William P. Bery,
Nathaniel Mann, Robert Shepherd,
Michael Aloue, Moses Young,
Robert Huzson, Andrew Eadie,
Andrew Miller, Jacob Spaw, Delman Tyler.

Their total licenses amounted to £76 10s.

In 1832 W. M. Jarvis was Sheriff of the district, at a salary of £50 per annum.

In the same year Stephen Randall was master of the district schools, at a salary of £50 per annum.

On the 4th March, 1837, one of the most important roads in the district received its charter. This was the Dundas and Waterloo road, which was built from the terminus of the Desjardins Canal, in the village of Dundas, to the village of Waterloo.

On Tuesday, 9th of May, 1843, E. C. Thomas, District Clerk, resigned, and was given the office of Sheriff of the district—an office he has held to this day, as Sheriff of the County of Wentworth.

On May 16th, 1844, a by-law was passed to build a bridge over the marsh at Burlington Heights, the District Surveyor estimating the cost at £275. It was enacted that the following rates and tolls should be collected:

Wagon, cart or carriages drawn by four horses, oxen or mules... 4 pence.
" " " " three mules... 3 " "
" " " " two " " " " 2 " "
" " " " one " " " " 1 1/2 " "
Saddle horses... 1 1/2 " "
Bulls, oxen, cows, etc... 1/2 " "

The Superintendents of the different townships of Wentworth in 1843 received the following salaries from the School Assessment Fund:

Barton... £ 52 14 3
Glanford... 45 1 2 1/2
Saltfleet... 93 18 11 1/2
Binbrook... 36 2 8
Ancaster... 124 16 9
Beverly... 125 2 5 1/2
East Flamboro'... 56 10 9 1/2
West Flamboro'... 89 2 7

The following is the report of the committee to equalize the assessment roll of the County of Wentworth for the year 1853, (June 22nd):

MUNICIPALITIES.	No. of Acres.	Rate per Acre	Real Property.	Personal Property.	T'l Value of Real and Pers'l Prop.
Ancaster	44,000	\$22	\$938,000	\$106,504	\$1,044,504
Beverly	70,000	14	982,000	14,912	1,123,712
Barton	14,000	40	560,000	39,700	599,700
Binbrook	28,000	14	392,000	34	426,841
Flamboro' East	23,800	20	476,000		764,300
Flamboro' West	31,200	23	717,600		818,140
Glanford	23,000	22	506,000		566,400
Saltfleet	28,000	24	672,000	39,300	711,280
Town of Dundas					640,000
Total	272,000		\$6,083,200	\$641,677	\$6,724,877

The following is a summary of the receipts and expenditure of the county for the five years:

1870.
Receipts... \$39,788 48
Disbursements... 36,842 93
1871.
Receipts... 26,227 61
Disbursements... 38,689 65
1872.
Receipts... 35,029 18
Disbursements... 23,333 84
1873.
Receipts... 24,500 84
Disbursements... 36,468 53
1874.
Receipts... 24,265 83
Disbursements... 37,423 00

The Early Settlers—their privations, &c.

THE early history of any country has a charm and an interest for nearly every one. Almost any person would like to know who were the first settlers on property now occupied by a flourishing city or cut up by railways or canals. The historian, has, in each separate sketch of the municipalities, given the names of the first settlers in them, so that it will be unnecessary to reproduce them here. At the time that the first settlers came into Wentworth immigration was different from

what it was in later years. Now-a-days emigrants leave their native country, in nine cases out of ten, in disgust with its institutions; but the men who first settled in Canada were U. E. Loyalists—men who scorned to live under any flag but the dear old Union Jack; who left home and friends and dear associations behind, and came penniless, poverty-stricken and alone into a howling wilderness to make themselves once more a home; and in some instances, for the first year, had to live on roots and herbs and wild flesh, until the potatoes and corn they had planted had borne fruit. No wonder, then, that our country is great and strong and progressive, when our forefathers were such men as these. Some idea of their privations and distresses may be gleaned from the fact that the father of Andrew Pettit, residing in Stoney Creek, carried a bag of corn on his shoulders to Niagara, a distance of 45 miles, to be ground, and then carried the meal home again. Tea was a scarcity, and could hardly be had for love or money; but the leaves of the little allewort, whose blossoms are so fragrant in early spring were used as a substitute. The father of one of the oldest living residents of Wentworth (whose name we are requested to suppress) purchased from a neighbor a bushel of corn for seed, under the condition that if he didn't pay for it by seeding time he was to return it. The man kept the grain until the middle of May, when, finding that he couldn't pay for it, he carried the corn back to the original owner and went without.

The minutes of Barton Lodge, January 8th, 1802, read: "That as Brother Rousseaux is going to Niagara the first sailing, he shall be authorized to purchase one piece of blue ribbon and one-half yard of broadcloth for the use of Lodge No. 10."

Niagara Town (then known as Newark), was the seat of government for this province. It was the port of entry and market town for this part of the country, and the only road leading to it was an Indian trail, or deer path, and along this rough highway the early settlers conveyed their merchandise. Often these brave men were chased along this strange road by packs of hungry, howling wolves, and many a time that loathsome reptile the rattlesnake has stood up menacingly in their way.

In those days everybody lived in the same kind of a house—a log cabin; everybody wore the same kind of cloth in their coats—homespun; and the women went barefooted to church. Then where was the cause of jealousy? The settlers were sparsely scattered over the country, and therefore it was absolutely necessary that they should be good friends with one another, and associate together for the sake of humanity and for defence. Specie in those days was very scarce, but notes of hand were well known. Fees, dues, fines, store bills, whiskey bills, etc., were paid in notes of hand in an off-hand manner which would astonish people now-a-days. Some people never hesitated to think of the cost of an article, but readily gave their notes for it, no matter what the price. The consequence was, the courts became filled with actions, brought on by the non-payment of these notes, causing a great deal of confusion and ill feeling. Some people, however, would not accept notes of hand, but would rather take merchantable articles instead. An acre of ground within the limits now occupied by the city of Hamilton was once traded off for a yoke of oxen. The members of Barton Lodge paid their dues in good merchantable wheat, delivered at Rousseaux's mill at Ancaster; farmers paid their store bills with a load of grain; a good ox has been traded off for a pair of boots; and the 100 acres on part of which the H. & L. E. Railway station in Hamilton now stands was once traded for a barrel of pork.

One of the greatest drawbacks that existed at that time to immigration, and the greatest enemies that the settler had to contend against, were the wolves. These animals destroyed sheep, and even attacked cattle, horses, and human beings. They were a terror to travellers, and the fact that they haunted the surrounding forest prevented many immigrants from settling here. This caused the Government to offer rewards for the destruction of these pests. In 1859 the reward was six dollars per scalp.

Ex-Councillor Duff, of Binbrook, relates, that on a Sunday morning early he was standing in front of his door, and saw an Indian, with a bag over his shoulder, passing up the road (4th concession). Mr. Duff called out to him and asked him what he had over his shoulder. The Indian answered that he had wolf pups, and that he was carrying them to Hamilton to get the reward. Mr. Duff asked him if he had killed the mother of the pups; when the Indian replied, "Me no kill her—she hab pups once more."

The following is an extract from a letter written by Mrs. Spohn to Dr. Ryerson, descriptive of her parents' suffering as early settlers:

"The amount of grain that the U. E. Loyalists had raised was hardly sufficient for themselves, still they divided with the new-comers, as all were alike destitute. After planting corn and potatoes, they had nothing left. My father cleared two acres on which he planted corn, potatoes, oats and flax; his calves were not able to work and he had to carry all the rails on his shoulders until the skin was worn off them both. This was the way he made his first fence. In the beginning of May their provisions failed—none to be had. Government promised assistance; still none came. All eyes turned towards their harvest, which was more than three months away; their only resource was the leaves of trees. Some hunted ground nut; many lived on herbs; those that were near the river, on fish. My father used to work until he fell down, then walk three miles to the river, get light wood, fish all night, in the morning divide the fish, carry his share home on his back, which they ate without bread or salt. This he did twice a week until the middle of June, when the moss became

so thick in the river that they could not see a fish; still they worked on, and hoped on every day. My father chopped the logs and mother picked the brush. In the morning they had milk for their breakfast, then went to work until noon; took their dinner on milk; to work again until night, and supped on milk. I have frequently heard my mother say she never was discouraged or discontented; thankful they were that they could eat their morsel in peace. As soon as the wheat was large enough to rub out, they boiled it, which to them was a great treat. Providence favored them with an early harvest; their sufferings were over and not one had starved to death. They now had enough, and they were thankful. Heaven smiled, and in a few years they had abundance for themselves and others."

The Geological Features of the County of Wentworth.

The range of high lands which it is the custom to denominate "the mountain," running eastward into New York State—maintaining throughout a nearly uniform elevation of almost 400 feet above the level of Lake Ontario, and forming a platform or table-land, in a basin of which Lake Erie is situated—bends round the head of Lake Ontario, and continues in a north-easterly direction, till it gradually disappears in the neighborhood of the Bay of Quinte. The same geological formations do not, however, occur throughout the whole of this distance. Along the southern shore of the lake the ridge runs at a distance varying from four to eight miles from the shore, and presents a nearly uniform precipitous escarpment on its northern flank. Around Burlington Bay it approaches still nearer the margin of the lake, and at East Flamboro bends to the northward, and loses, for the most part, its precipitous character, and recedes gradually further from the shore—being no less than twenty-four miles distant in the rear of Toronto.

DETAILS OF THE ROCK FORMATION.

The strata in ascending order consist, first, of a soft, red, shaly and purely argillaceous marl, partially striped and spotted with green, seen in the bank of the river at Queenston, and extending thence to Lake Ontario, attaining a height of about 110 feet at the escarpment at Queenston. The formation—which is entirely devoid of calcareous matter—is regularly stratified and interspersed with thin veins of a light green rock of similar composition, though somewhat harder, the colors being evidently derived from the presence of iron. The traces of organic remains in this bed are very obscure, though not altogether wanting, and it is chiefly remarkable as forming the base of the system, and as occupying the entire area between the foot of the slope of the mountain and the lake shore for the whole distance from the Niagara River to Oakville.

The second stratum is a bed of very hard light grey quartzose sandstone, marked frequently with ferruginous spots, but forming an excellent building material, and quarried extensively at Lewiston, Hamilton, Dundas, and other places. This bed is about fifteen feet thick at Queenston, and contains the remains of fusi or sea-weeds. It is also distinctly ripple-marked in some localities. Above this, for a thickness of about sixty feet, occur alternate layers of red shale or marl, similar to No. 1, and of sandstone or limestone—the former principally near the top of the formation. The harder rocks here are particularly rich in organic remains, some in a beautiful state of preservation, and all remarkably characteristic of the geological epochs to which these formations belong, consisting of corals, brachiopods of various species, tentaculites, encrinurites, and trilobites. Of the trilobites—a remarkable crustacean genus, strikingly characteristic of the Silurian system all over the world—a few fragments only have been detected. The next in succession is a grey and mottled sandstone, about fifteen feet thick, forming the upper member of what is called by the New York State geologists the Medina sandstone group; encrinurites, corals and broken shells prevail in great abundance at the top. Overlying this bed is a band of light green shale, five feet thick, turning into clay on exposure to the atmosphere. Next in order occurs a compact bed of light grey, very hard limestone, about sixteen feet in thickness, copiously charged throughout its entire mass, but chiefly towards the top, with the bivalve shell *pentamerus*, as also a few species of *atrypa*, a remarkable coral. This stone forms the upper member of the Clinton group, and wherever it is found is an exceedingly handsome and durable stone for building purposes. Owing to its hardness, it forms a distinct escarpment wherever exposed for any time to the weather.

Then follows the formation usually denominated Niagara shale, about eighty feet thick, consisting of a homogeneous stratified or laminated mass of bluish-grey, sometimes nearly black, argillaceous, arenaceous and calcareous slaty rock, hard and solid in the bed, but decomposing and crumbling when exposed to atmospheric influences.

Lastly the escarpment is capped by the Niagara limestone (so called), a massive and very dark blue, or more nearly black, rock—the lower portions being in very thick, solid beds, while towards the top the partings occur more frequently. This rock is magnesian and silicious in mineral character, and is highly bituminous, being known in many places to emit inflammable gas through the seams; occasionally it is cavernous in structure and is copiously interspersed with druses or cavities, containing calc-spar, gypsum and sulphate of Strontian.

The various members of the series of rocks already described are exposed in tracing the escarpment running parallel to the shores of the lake, from Niagara to Flamboro'. The strata lie horizontally from east to west, but dipping slightly to the eastward—the dip of the lower sandstone bed (called by the quarrymen the grey band), which rests immediately on the red marl, being at the rate of twenty-two inches per mile.

An attentive observation of the section thus exposed will

show the remarkable manner in which certain of the beds thin out and die away when followed westward; while others, not to be discovered at the Niagara River, are intercalated in the series, and as they are traced to the northwest, attain a great thickness, still retaining their distinctive characters. Thus, the great deposit of dark shale, which at the Falls shows a thickness of eighty or ninety feet, is represented at Flamboro by a bed of only five feet thick; while the encinal and cherty limestone, which at Flamboro occupy a most important place in the group, die out gradually, and are scarcely to be detected at the Falls. The same encinal limestone which at Flamboro is only about twenty feet deep, is observed to attain a thickness of one hundred feet in Eramosa, Nassagaweya and Caledon. This limestone, as well as the underlying Clinton limestone, is everywhere well adapted to form an excellent and durable building material, and is likewise of good quality for burning into lime. It forms, wherever it crops out, a bold escarpment (which may be called the Niagara ridge), owing to its solid and apparently unstratified character. This escarpment is distinctly traced from West Flamboro eastward into Nelson. The red marl which forms the base of our series of rocks is supposed to be 614 feet thick.

In the spring of 1855 a great land-slide occurred on the slope of the mountain, a little below Dundas station, which displaced a portion of the track of the Great Western Railway, and was caused by the weight of the *debris* of the harder rocks above sliding along the face of the soft shales, which, by exposure to the weather, resolve themselves into an unctuous sort of clay; and while filling up the old channel of the Desjardins Canal enormous quantities of material were thrown in and disappeared, producing no effect in forming a bank, but forcing up the soft material in the original bottom of the marsh to a considerable extent and height above the surface.

It is now generally conceded, and, in fact, cannot on any reasonable ground be denied, that the thick deposit of clay, sand, gravel and boulders which covers the western districts of Ontario (in many places upwards of 100 feet beneath the general surface) is due to what is called by geologists the glacial period, and the phenomena referable to this epoch are precisely similar on both sides of the Atlantic.

From well-known cosmical laws, icebergs and fields of floating ice are constantly, in seas north of the fortieth parallel of latitude, passing from the polar regions in a direction N. E. to N. W., and are conveyed hundreds of miles from their original birth-places; and these are frequently found to be charged with vast quantities of mud, sand and boulders, the *debris* of the granitic rocks which mostly occupy these regions. These ice-lands becoming grounded in seas too shallow to float them, and as the ice is melted, deposit their insoluble contents at random over the bottom of such seas, and the deposits thus formed would be stratified or unstratified according as the water was in a quiescent state or disturbed by currents.

In order to account for the phenomena thus briefly sketched the reader is irresistibly impelled to the conclusion, that subsequently to this region having acquired its present geological configuration, so far as relates to the outline of the older rocks, the land was submerged under the sea to a moderate depth, and that large ice-islands were driven by currents from the north, charged with mud, sand and boulders, which, as they grounded on the bottom, pushed along all loose materials of sand and pebbles, broke off all angular and projecting points of rock, and when fragments of hard stone were frozen into their lower surfaces, scooped out furrows in the subjacent rocks; when the icebergs melted, the soft and loose insoluble materials which they conveyed subsided to the bottom, filling up valleys in the ancient rocks, covering them under a mass of clay and sand where currents were powerful enough to reduce the deposits to a general level, and forming mounds and hillocks of the same in places where such currents did not prevail.

Of this nature and origin no doubt are the remarkable formations of Burlington Beach and Heights, which seem to have been expressly designed by Providence, the first as a natural rampart and breakwater to protect our magnificent harbor, and the latter as a bridge to facilitate our communication by land. The immense masses of clay and drift which conceal the older formations between Dundas and Copetown render it impossible to say with certainty whether the latter preserve the same precipitous and continuous character round the head of Burlington Bay as along its north and south flanks, but there is strong reason to believe that they do. If, then, we conceive the rock to have run continuously at the same elevation round the head of the valley, and at the same time imagine the sea to have covered them, we have here precisely the same phenomena we now behold. A bay or basin would thus be formed, entirely sheltered from currents, and into which large quantities of the floating ice-islands would be driven by the winds, and thus would be produced that irregular, rolling and deeply indented surface found prevailing from the eastern limits of the City of Hamilton to Copetown. The average depth of the clay over the area comprised between the slope of the "mountain" and the lake shore appears to be twelve feet, but the clay has been pierced to a depth of from sixty to seventy feet at the passenger station of the Great Western Railway without passing through it.

Public Works.

The first of these built was Burlington Bay Canal, which may be said to have "made" the City of Hamilton. Before this canal and the Great Western Railway were built and constructed the villages of Dundas and Ancaster were more important both in population and trade; but the construction of the before-mentioned public works turned the tables. As will be

seen by the map in another part of the work, Burlington Bay is a large sheet of water at the head of Lake Ontario. It is divided from the lake by a narrow strip of land, connecting the north and south shores. The canal is constructed through this bar, and was a formidable undertaking for the times in which it was done. The Act was passed 19th March, 1823. The preamble to the Act reads, that as a canal navigable for vessels between Burlington Bay and Lake Ontario would tend to promote the general interest of the Province, and particularly that part of the country contiguous thereto, the Governor of the Province is therefore instructed to authorize His Majesty's Receiver-General of the Province to raise by loan a sum of money not exceeding £5,000, to make and complete the canal and such works as might be necessary to protect and secure the entrance to the bay from Lake Ontario. His Majesty's Receiver-General was to issue the debentures; debentures to be redeemable in not more than sixteen years from their date. Forging debentures was declared felony, *without benefit of clergy*. The Receiver-General also appointed a toll-collector, who accounted half-yearly with him for all tolls collected, and of the boats and merchandise that passed through the canal. The next year, however, it was found that the produce of the tolls would greatly exceed the sum estimated, and enable the Commissioners to construct the canal on a more extensive scale. The Receiver-General was therefore authorized, 19th January, 1828, to raise a further loan of £3,000, and to lower the rate of toll, and it was further enacted, that if at any time after the passing of the Act His Majesty's Government should think fit to aid in making the said canal upon a scale to admit vessels of war, it should be the duty of the Commissioners to cause the same to be constructed on an enlarged scale, equal to the sum provided. Messrs. Spohn and Mann were the contractors for the Burlington Bay Canal, which was finished in 1832. The Commissioners were W. Chisholm, W. Applegarth, and J. Aickman.

Statement of Receipts and Expenditures for and on account of the Burlington Bay Canal during the year 1832:

	£	s.	d.
1832.—Received from the Hon. John H. Dunn (for tolls, &c.) by order of Commissioners.....	2,478	4	0
Balance in the hands of the Superintendent, as per account, 14th Nov., 1831.....	29	0	10½
	2,507	4	10½
1832.—(Nov. 14)—Amount of expenditures, as per account.....	2,499	10	7½
Balance in the hands of the Superintendent.....	7	14	3

WILLIAM J. KERR,
Superintendent.

On the 17th February, 1827, an Act was passed to provide for a further survey of the works done at the canal, and to raise a further loan of £8,000 for completing the work. It was also enacted that the Governor should appoint a competent civil engineer to superintend the work.

On the 25th March, 1828, an Act was passed to alter the tonnage duty on vessels passing through the canal. All vessels or boats under ten tons burthen were to pay the sum of two shillings and sixpence per ton, and all vessels over ten tons burthen the sum of one shilling per ton upon all cargoes contained in them; wheat and other grains to pay 1½ pence per bushel. On 6th March, 1830, an Act was passed to authorize a further loan of £5,000. William Chisholm, Alexander Brown, John Aikman, Joshua Freeman, Abel Davis, William Applegarth and William B. Sheldon were appointed Commissioners for the purpose of receiving plans, tenders and estimates for the completion of the canal.

The following is a schedule of tolls and rates payable under authority of the Act:—Salt and plaster of Paris, per barrel, 4½d.; wheat and peas, per bushel, 3 far.; beef, pork, butter, lard, whiskey, beeswax and herrings, per barrel, 9d.; do., per keg, 4½d.; ploughs, each, 4½d.; shingles, per M, 2d.; dry goods, per cwt., 5d.; oil, per barrel, 1s.; ashes, per barrel, 1s. 3d.; boards, per hundred pieces, 1s. 3d.; staves, standard, per M, 10s.

On the 6th March, 1830, an Act was passed to reimburse the Hon. J. H. Dunn for moneys advanced by him to the Canal Commissioners. The sum granted was £656 17s. On the 28th January, 1832, an Act was passed, authorizing a further grant of £2,478 to complete the Burlington Bay Canal. On the 4th March, 1837, an Act was passed granting a further sum of £5,000 to be expended on the works of the canal. An Act was passed 13th February, 1833, to defray the expenses of keeping a light at the Burlington Bay Canal. An annual grant of £100 was placed at the disposal of the Canal Commissioners to defray the expenses of a light and the salary of a light and bridge-keeper. We find in the statement of the expenditures on the canal, that A. Macafee received five shillings a day for forty-eight days for attending the bridge; B. Homer only received two shillings and sixpence per day for attending the bridge for 135 days, and for twelve days' attendance on the lights, £1 10s. They also paid, on the 14th of May, 1832, £1 5s. for bran for their oxen, and 10s. for hauling the same. In the course of time, the piers of the canal having become worn away by the action of the water, and having in some places been broken down by the shoving of the ice, an Act was passed 15th May, 1860, granting the sum of \$15,440 to reconstruct piers for 1860.

In connection with Burlington Bay Canal, it will be well to mention that, on the 28th July, 1847, an Act was passed to incorporate certain persons under the name of the Burlington Dry Dock and Ship-building Company. They were empowered, at their own cost and charge, to build wharves and dry docks to be safe and commodious to accommodate such steam vessels then navigating Lake Ontario; also to erect and build

all manner of steam and sailing vessels. They were to fix their own tolls and wharfage. Their business was to be managed by seven directors, and their capital stock was limited to £50,000.

The Desjardin's Canal.

This ill-fated Canal was incorporated by Act of Parliament, 30th June, 1826.

The Canal is named after the principal mover in the scheme, Peter Desjardin.

Before the construction of the Great Western Railway, the Desjardin's Canal Company drove a tremendous business. All the trade from the back countries passed down the Dundas and Guelph, and Dundas and Waterloo Roads, and was shipped at the Canal Basin at Dundas for transportation abroad. But the construction of the Great Western Railway not only ruined financially the Dundas and Guelph, and Dundas and Waterloo Roads above mentioned, but left the Town of Dundas which was growing rapidly, at a standstill, and left the Desjardin's Canal with nothing to do. By the Act of Parliament before mentioned, the capital stock of the company was defined not to exceed ten thousand pounds of the then lawful currency of the Province, which capital was to be composed of eight hundred shares of the value of twelve pounds ten shillings each. The affairs of the company were to be managed by five Directors, three of them to go out of office every year. The company were authorized to regulate and establish their own rates of toll, payable by persons navigating the Canal. They were also required to keep an account of the tolls received and the sums expended in keeping the Canal in repair, and also of the goods, wares and merchandise transported in and along the same. It was enacted that the lines of demarcation on the right and left sides of the Canal should not be less than two chains apart in any portion of the route. They were compelled in cutting through a public highway to build a safe bridge over the canal for the use of the public. These same bridges afterwards caused a vast deal of trouble, expense and loss of life. As Peter Desjardin had already expended large sums of money towards constructing the work, he was reimbursed by his accepting stock to the amount of half of his claim, and security for the payment of the other half. As a petition had been sent in to Parliament representing the canal in an incomplete state and in need of funds, an Act was passed January 28th, 1832, authorizing a loan of £5000 to be issued in debentures to the Desjardin's Canal Company. Another petition having been sent in representing the company in want of funds, an Act was passed on the 16th April, 1835, authorizing a further loan of £7,000, payable in ten years. On the 4th March, 1837, an Act was passed authorizing a further loan of £5000 to be raised by debentures. The company executed a bond and mortgage on the canal, and gave real and personal security for the repayment of the principal and interest. If there was any default made in the payment of interest on the loan, the Receiver General on behalf of His Majesty, was to take possession of the canal. It was further enacted that the district of Gore was liable to be assessed in default of payment of interest or of money loaned.

On the 12th March, 1857, one of the most fearful accidents that ever happened in this part of Canada, occurred at the Great Western Railway Bridge over the Desjardin's Canal. The catastrophe sent a thrill of horror through the whole continent. It appears that a train from Toronto, due at the City of Hamilton at a quarter to six p. m., had come from Toronto as usual, and was proceeding at a moderate rate of speed to pass the swing bridge across the Desjardin's Canal. The railway crosses the cutting through the heights, the bridge being sixty feet above the level of the canal. Just before the train reached the bridge the engine ran off the track, owing, it is supposed, to some defect in the axle. The immense weight of the engine breaking through the bridge the whole structure gave way, and with one frightful crash, the engine, tender, baggage car and two first class passenger cars, leaped headlong into the yawning abyss below. The engine and tender crushed at once through the ice, carrying the engineer and fireman with them; the baggage car was thrown some ten yards from the engine; the first passenger car rushed after and fell on its roof, breaking partly through the ice and being crushed to atoms; and the last car fell end ways on the ice, and strange to say remained in that position. There were 90 passengers on the train, of whom only twenty escaped. Mr. Muir the late managing director of the G. W. R. was on the train, but saved himself by jumping off the rear platform. The *Spectator* of March 13th, 1857, speaks thus of the affair: "A national calamity has befallen us; men who have ever stood in the foremost rank, capitalists the most shrewd, speculators the most keen, merchants the most far-sighted, clergymen the most earnest, have at one fell swoop been taken from amongst us." This terrible affair caused a great commotion all over Canada. The press assailed the Great Western Railway Company and the Desjardin's Canal Company furiously. The affair has not yet been forgotten in some parts of the country, and the name Desjardin's Canal, is, in the minds of a great many people associated with the most painful reminiscences. The canal is built from the head of Burlington Bay to the Town of Dundas, a distance of five miles. It, for the greater part of the way, runs through low marshy ground, but there is a cut of some magnitude through Burlington Heights, where the above mentioned accident took place. The canal is now seldom used, except by raftsmen for the purpose of floating timber into Burlington Bay. During the summer months a small steamboat called the "Argyle," plies between Dundas and Hamilton, and is sometimes used by the people of Dundas for the purpose

of conveying pleasure parties to Rock Bay, and other points of interest along the shore.

THE HAMILTON WATER WORKS.

On the 20th April 1836, the Hamilton Water Works Company was incorporated by Act of Parliament. This gigantic enterprise was commenced shortly after, and the consequence was that the finest water works in Canada, excepting those at Montreal, were constructed, and the City of Hamilton thrown into a debt from which it has not yet recovered. The total cost of the works was \$800,000, and there are now (1875) between thirty and forty miles of pipe laid in the city.

The works are built about an eighth of a mile from the shores of Lake Ontario.

The chimney of the works looms up to the height of 150 feet, and can be seen by sailors leagues away across the lake. The appearance of the machinery inside is simply grand, and for strength, magnitude and majesty the works are unsurpassed in Ontario. To move the imposing array of machinery combined in this building, requires the force of two double-cylinder engines (supplied from four immense boilers,) of 100 horse power each, which operate two pumps fixed one on each side of the engine room. The stroke of piston in the low pressure cylinder of each is 8 feet, while the diameter of the cylinder itself is 3 feet 6 inches; the walking beams are placed upon an iron entablature beam, weighing exclusive of the columns under it, 9 tons; each walking beam is 30 feet long, and weighs 14 tons; each of the fly-wheels weigh 22 tons, and is 24 feet in diameter; the bucket and plunger delivers 77 gallons at every stroke, or about 711,488 gallons a day (11 hours).

The reservoir is three miles and a half from the works, and is 185 feet above the level of the lake. The power required to force this volume of water to the reservoir is $5\frac{1}{2}$ tons to the square foot on the main pipe, which has a diameter on the inside of 18 inches, and is only one inch thick. The reservoir is 25 feet deep, and will hold 9,000,000 imperial gallons of water. The water comes from Lake Ontario, and is filtered through 31 feet of sand. It takes 1,000 tons of coal per year to supply the works, and the fuel bill amounts to \$5,000 per annum. The machinery was manufactured at Dundas, by the late J. Gartshore, and after two years labor was finished in 1859, and put in operation with James McFarlane as Chief Engineer. For 1874 the revenue was \$74,055.04. For 1874 the expenditure was \$67,171.37.

THE COUNTY SCHOOLS.

It is a pleasing feature in connection with the public schools of Wentworth to note the rapid increase in the number and quality of the schools and the increase in the number of scholars attending for the last twenty years. In 1817 the schools were few and far between—being mere log-huts, almost devoid of furniture and books. As the country opened up the schools became more numerous, and the ball once set rolling has never stopped to this day; and before the end of this year (1875) the schools of the County of Wentworth will be in such a condition as to meet all the requirements of the Educational Law. The following tables will be found interesting:

YEAR.	Amount from Legislative Grants.	Trusts, Assessments, Rate Bill, and other Sources.	Not available for all School Purposes.	Amount paid for Teachers' Salaries.	Amount paid for Building Sites, Rents and Repairs.	Amount paid for all other Expenses.	Total Amount paid for all School Purposes.
1850..	4,059 20	8,591 47	12,650 67	10,925 64	1,529 60	.....	12,455 24
1860..	5,915 23	17,408 24	23,323 47	17,855 72	648 86	1,783 41	20,289 99
1871..	6,102 00	30,620 96	36,732 96	24,972 33	4,094 07	3,804 65	33,471 07
1872..	6,248 83	39,734 31	45,983 12	26,584 90	11,407 76	4,189 07	42,181 73
1873..	7,047 45	56,248 27	63,295 72	26,944 19	24,234 03	5,310 80	56,499 02
1874..	7,931 31	64,578 06	72,509 37	50,677 96	28,557 66	6,029 98	65,265 60

YEAR.	Estimated School Pop. (5 to 16.)	Names entered on Register (all ages)	Average Attendance, (all ages.)	Average time Schools were kept open.	No. of School Sections.	SCHOOL- HOUSE.				TEACHERS.		Av. Salaries with- out Brd.	
						Brick.	Stone.	Frame.	Log.	Male.	Female.	Male.	Female.
1850..	6,469	3,723	2,052	10 mos.	76	1	3	40	27	60	11	223	134
1860..	7,360	6,241	2,251	11 1-5 "	76	5	17	31	23	61	16	331	268
1871..	7,828	7,759	3,082	11 2-3 "	76	20	13	38	4	48	33	366	236
1872..	7,686	7,803	3,079	11 1/2 "	76	20	16	36	4	53	30	375	236
1873..	7,412	7,752	2,938	11 2-3 "	75	25	18	29	3	45	37	396	278
1874..	7,510	7,822	3,247	11 9-10	74	30	19	23	2	47	41	413	277

The County of Wentworth is divided into 72 Public School sections and two Roman Catholic Separate School sections—one of these being in West Flamboro' and the other in East Flamboro'. Twelve of the Public School sections are union sections—that is, formed from parts of two or more townships. The Public School of the Village of Waterdown has four teachers; in Ancaster Village, three teachers; and School Sections Nos. 4, 5 and 7, in Beverly, Nos. 1 and 5, in East Flamboro', Nos. 4, 7, 9 and 10, West Flamboro, and No. 5, Saltfleet, employ two teachers; three have separate rooms and registers; and No. 15, Beverly, employs a monitor. Twenty-one new

school-houses have been erected since the passing of the School Act of 1871, at a cost of about \$44,000; eleven have been enlarged and thoroughly repaired, at an estimated cost of about \$6,000. Sixty-five of the schools have half an acre of ground attached for playing ground, and in many cases have shade and ornamental trees planted. Nineteen of the Public School libraries have 3,164 volumes reported. The estimated value of the school-houses and sites is \$106,000; the estimated value of the furniture—that is, the desks, seats, books, apparatus, etc., is \$13,000—being a total of \$119,000. Twenty-one pupils have the examination for Public School teachers direct from the Public Schools, viz.: three in December, 1872; four in July, 1873; five in December, 1873, and nine in July, 1874. The High School at Waterdown employs two teachers for sixty to seventy pupils.

THE PUBLIC SCHOOLS OF HAMILTON.

The following are the school statistics representing the City of Hamilton and County of Wentworth for one year (1872):

RECEIPTS.	HAMILTON.	WENTWORTH.
For teachers' salaries (Legislative Grant).....	\$ 3,146 00	\$ 3,410 31
Maps, apparatus, prizes and libraries.....	205 49	467 27
Municipal school assessment.....	28,570 57	3,062 88
Trustees' school assessment.....	2,105 57	28,455 12
Clergy reserve fund, balances and other sources.....	7,203 83	11,067 19
Total receipts for all public school purposes ..	\$41,231 46	\$44,191 16
EXPENDITURE.	HAMILTON.	WENTWORTH.
For teachers' salaries	\$21,421 59	\$20,551 17
Maps, etc	3,419 93	1,208 38
Rents and Repairs	1,142 21	1,783 36
Sites and building	7,551 77	13,154 21
Books, stationery, fuel, etc	5,778 82	2,732 98
Total expenditure for public school purposes ..	\$39,584 33	\$39,430 10
Balances	\$1,647 14	\$4,791 00

The following gives the attendance at the public schools, from which we make the same selection, adding for purposes of comparison, and to show that the "centre of civilization" may not be the centre of intelligence, the city of Toronto and the County of York:

	HAMILTON.	WENTWORTH.	TORONTO.	YORK.
School population between the age of 5 and 16 years.....	6,666	7,986	14,000	16,909
Number of pupils of all ages attending school.....	6,201	7,803	12,279	16,227
Attending 200 or more days in the year	985	169	496	130
Average attendance of pupils.....	4,180	2,058	5,474	2,650

It does not require much care to discover in these figures a decided balance in favor of Hamilton and Wentworth. With a school population of 6,666, Hamilton sends to school over 93 per cent. of her children, and has an average attendance of nearly 63 per cent., while Toronto, out of her 14,000, sends less than 88 per cent., and has an average attendance of less than 40 per cent. Substantially the same comparisons may be made between Wentworth and York Counties. Another fact not shown in the above table is that whereas in Hamilton the great bulk of the scholars attended school from 150 to 200 days in the year, in Toronto the bulk of the scholars attended less than 100 days; and, whereas in Hamilton there were only 330 scholars who attended school less than 20 days in the year, in Toronto there were 1,300, or more than four times the number. This is a record of which Hamilton has reason to feel proud.

The following short sketch of the Hamilton Public Schools is furnished by Mr. McCallum, Inspector of Public Schools:

The earliest official data of the public schools in this city go back to 1847, a period of twenty-seven years. At that time the city was divided into six school sections, in each of which there was one school house containing one room, in which all the pupils who assembled there were taught by one teacher. One of these schools was described as good or first-class, four as middling or second-class, and one as inferior or third-class. Two of the houses were less than 18 feet by 20 feet, two less than 22 feet by 24 feet, and two of other sizes. The houses were all frame buildings, and not one of them was held in fee-simple; four were in ordinary repair, and two in bad repair, all were, according to the idea of the time, suitably furnished with desks and seats, four with proper facilities for ventilation, not one had anything in the shape of a play-ground. Of these six school buildings, one alone was an actual school house, the rest being rented for school purposes, and we may safely conclude the facilities they afforded were of the poorest kind. Such things as a school library, maps and apparatus had not yet been thought of.

In 1850 the present system was introduced and preparations for erecting the Central School commenced; old things were passing away, all things taken into consideration were new. But until the 3rd May, 1863, when the Central was opened, things were allowed to remain in a *status quo*; its fourteen rooms and teachers were supposed capable of containing and instructing the school going population of Hamilton for ten years to come. How near the truth this supposition was the following statements will show: In 1850 there were the Cen-

tral and six primary schools in operation, and the staff numbered thirty, including a principal, a classical master, a writing master and a music master. In 1857, ten years after the twelve months considered above, and one year before the change in the principalship of the Central took place, the school population was estimated at 5,500, the whole number registered was 4,702, the average daily attendance for the separate and public schools was 1,790, which was a percentage of registration on school population of 86, and a percentage of average attendance on registration of 38.1. In the public schools alone that year the number on roll was 3,307, the daily average attendance 1,400, proving the percentage of attendance on registration equal to 42.3. The cost per pupil in the public schools, on the number on roll and amount paid teachers was \$3.53, the cost per pupil on average attendance and amount paid teachers was \$8.33, total yearly cost per pupil on whole number of pupils and current expenditure \$5.54, and annual cost per pupil on average attendance and current expenditure \$13.07.

At the time the present system was inaugurated there were no fewer than 28 private schools in Hamilton, and could the income of these schools be ascertained there is little doubt the cost of education at that period would compare very favorably with the outlay in the city at the present day. Of the public schools at that time the Board of School Trustees in a subsequent report remarks: "The buildings occupied as school houses were so immensely ill adapted, and filthy, and degrading in their entire character and associations, that the very children blushed at being obliged to enter them."

Now Hamilton can justly boast of the best system of school houses, arrangements, teachers and results, of any city in Ontario, and all due to the men who as trustees, entertained and carried out excellent general views in the educational advantages that would accrue to the rising generation from an enlightened and liberal policy on this the most important of all temporal questions that can engage the attention of the public men and private citizens.

JUDICIAL.

The first court of general quarter sessions of the peace, of Gore District, was held in Hamilton, on the 12th of January, 1819. A bench of magistrates presided over these courts. The first bench consisted of James Crooks, chairman; George Hamilton (after whom the city was named), Richard Beasley (grandfather of the present city clerk, Thomas Beasley), William Ellis, Richard Huff, Daniel O'Reilly (father of Judge O'Reilly), James McBride, John Chisholm (uncle of D. B. Chisholm), and John Secord. The grand inquest, or, as it is now called, the grand jury, on this occasion was composed as follows: Richard Cockrell, Foreman; Thomas Atkinson, Alexander Moran, Moses McKay, William McCarty, William Chisholm, Hugh McLaren, Ephraim Hopkins, Gabriel Hopkins, Ezra Barnum, John Smith, George Cary, Ephraim Land, Robert Land, Lewis Horning, Caleb Hopkins, Abel Land, William McCay, Thomas Ghent, Asahel Davis, William B. Sheldon, William Shearman, and Andrew Hatt. The first criminal case which came before the court was that of "the King vs. Mathew Whiting," the case was traversed to the following session. The first case in which a true bill was found was that of William Binkley, of Ancaster, charged with assaulting John Wilson, the surveyor of highways for the district of Gore. A verdict of guilty was found, and a fine of fifty shillings with costs imposed. The earliest sentence recorded was that passed at this session upon a Joseph Cole, convicted of petit larceny. He was "sentenced to be kept in jail till the first day of the next quarter sessions (a period of three months), when, at mid-day, in the town of Hamilton, to be publicly whipped with forty lashes, lacking one, on the bare back, and then discharged." The petit jury in these cases was as follows: Sampson Howell, Christopher Rousseaux, John Fonger, John King, William Lain, James Cassidy, Elias Rumbo, Peter Case, Henry Henderson, Moses Morden, William Fonger, and Benjamin Johnson. The clerk of this court was George Rolph. The first jail and court house of Hamilton was situated on John street, or the then Mountain Road, opposite the present county offices, and on the spot now occupied by the stone hotel of John McKee. It was a two-story building, built, the lower part of log and the upper story of frame, with dimensions of about 20 x 30 feet, and accommodated with only seven or eight apartments for the custody of occasional prisoners. The upper storey was used as a court-house on week days, and on Sundays as a church, the Presbyterian and Episcopal residents of the town holding divine service here alternately before the era of churches. This old building was used for court and jail purposes up to the year 1828, when the jail and court-house, now occupying the block bounded by Main, John, Maiden Lane and Hughson streets, was completed at a cost of nearly \$1,000. The new building was crowned by a large cupola roofed with tin, and was considered a marvelous public building for those days. It is considered marvelous now only for its inadaptability to jail purposes and its bad ventilation as a court-house. It was about the time of the completion of this work that the first capital sentence of a Hamilton assize court was carried into execution. A man named John Vincent was convicted before Judge Hagerman of the murder of his wife, and sentenced to be hanged. The scene of the hanging was the jail yard, which was thronged with an immense multitude of people, the condemned criminal having been widely known in the vicinity and well connected. In the following year, 1829, there took place a trial which has been unparalleled in the history of the criminal business of the city and county, and which nearly resulted in the conviction and execution of two innocent men.

In the township of Barton, on the Mountain, lived two brothers, farmers, named James and John Young, (one of whom has children now living in Hamilton,) who resided near a man named Sheeler. One of the Youngs had brought a criminal prosecution against Sheeler for robbing his henroost, and Sheeler laid a scheme of revenge which spent itself only in the almost entire ruin of the two brothers, and which nearly proved the death of both on the hangman's scaffold. It happened that shortly after the prosecution of Sheeler, a hired man of the Young brothers left their employ rather suddenly and was not heard of. Sheeler hit upon this as a means of revenge. He went to Squire Hagle, a magistrate of the town, and asked in a guarded way whether any legal punishment could be inflicted upon a man, suppose he knew of some such crime as murder and did not choose to divulge it. The magistrate manifested a great interest in what he considered might be a serious case, and quietly succeeded in drawing out of the man the details of a frightful murder committed by the Young brothers, who had killed their hired man and thrown the body into a log heap on the farm and burnt it. On enquiry the magistrate found circumstances strong against the Youngs, and the result was that the two brothers were arrested on a charge of murder. The grand jury of the succeeding assize court found a true bill against the accused, and the evidence left the public no room for doubting that they both were guilty. To give a complete appearance of truth to his words and actions, Sheeler affected to be afraid that the Youngs might make an attempt upon his life on account of the divulgement of the secret, and actually lay in jail some months for safety. But this was not the only thing which seemed to lay the stamp of genuineness on the story of the murder; the fact that Sheeler was deemed but half-witted, and his artless reluctance in relating the particulars of the case, as well as his appearance in court, served to lend a simplicity to his story which went far to convince both the public and the jury. The medical evidence taken went to show, however, that had the murdered man been thrown into the log-heap some remains would have been found in the ashes, which was not the case. On this evidence the judge, Hagerman, charged strongly in favor of the prisoners, and directed the jury to acquit them. The people were disgusted at the action of the judge, and a strong feeling of indignation was raised when the jury brought in a verdict of acquittal. The Youngs were looked upon with distrust and aversion, as no one believed them innocent. The brothers offered to hunt the missing man and prove their innocence, and the people of the town and township—eager to see what the result would be—took up a large subscription to assist them in their search. The brothers sold their farms, in addition to this, to defray the expenses of their expedition of search, and traveled over various parts of the United States during the whole summer. At last they gave up the search, disheartened, and resolved on returning even at the risk of being branded with the name of murderers. On stepping off the boat at the village of Tonawanda, near Buffalo, they met face to face with the missing man, whom they brought back to Hamilton. Excitement was now raised to the highest pitch; and when the supposed murdered man was taken before the Honorable John Wilson and identified, those who had clamored to see the Young brothers swinging at the scaffold, were as fierce in their indignation against Sheeler. At the next session of the assizes following the court at which James and John Young had been tried, Sheeler was arraigned for their attempted murder. He was summarily tried, found guilty, and sentenced to a term of imprisonment and to punishment in the pillory. Sheeler was the last man who suffered in the stocks.

On the 4th of March, 1833, the first Board of Police—a judicial body composed of five members, one chosen from each of the four wards of the town, with a president selected by the

Board—was elected for the civil and legal government of the city. The following table of the members of the Board of Police, from this year down to 1844, may here be given:—

March 4th. PRESIDENTS.

1833.	Thos Taylor.—C. C. Ferrie E. Stinson, J. Rolston, P. H. Hamilton.
1834.	John Law.—Andrew Miller, Alex. Carpenter, Joseph Rolston, E. Stinson.
1835.	And'w McElroy.—Dr. A. R. McKenzie, And'w Miller, D. Allison, J. English.
1836.	do Dr. A. R. McKenzie, And'w Miller, D. Allison, J. English.
1837.	Jas. L. Wilson.—Wm. J. Gilbert, And'w Miller, Edward Jackson, T. Wilson.
1838.	Miles O'Reilly.—Wm. J. Gilbert, A. Carpenter, J. Bradley, Wm. Daly.
1839.	Wm. J. Gilbert.—Samuel Mills, Isaac Webster, J. Bradley, Wm. Daly.
1840.	R. O. Duggan.—John Weir, Thos. Gillesby, J. Bradley, Samuel McCurdy.
1841.	do John Weir, Thos. Gillesby, J. Bradley, Samuel McCurdy.
1842.	Geo. S. Tiffany.—John Young, Thos. Gillesby, Edward Jackson, P. Gage.
1843.	do Samuel Kerr, Thos. Gillesby, A. Carpenter, T. Brick.
1844.	R. J. Hamilton.—J. Kennedy D. Dewey, Walter Armstrong, D. Kelley.

In 1838 the depredations of burglars increased to such an alarming extent that a patrol was organized by the citizens on the 25th of July, and was kept in existence for some time until the evil abated. In 1840 the city bell, which had been purchased in 1836 by a debenture of £100, and put up in the tower of the old American Presbyterian Church on John street, east side, between King William and Rebecca streets, was removed to the engine house on King William street, where it remained till the erection of the city clock and bell tower in 1843. The election of the first mayor brought about the abolition of the Board of Police. A police court was established in 1846, with Capt. George A. Armstrong as magistrate. Ten years afterwards a recorder's court was established, presided over by Mr. J. E. Start, with Mr. Thomas Beasley, city clerk, as recorder. On St. Patrick's Day, 1863, Mr. James Cahill was made police magistrate, a position which he still continues to occupy. The recorder's court was abolished in 1868. In 1873 the erection of a new jail on Barton street, near Ferguson Avenue, was begun, and finished at a cost of \$40,000 in April, 1875.

The Geographical Features of the County of Wentworth.

The County of Wentworth is bounded on the west by Burlington Bay and the County of Halton, on the north by the County of Wellington, on the east by the Counties of Waterloo and Brant, and on the south by the Counties of Haldimand and Brant. The county is badly laid out—two of the largest and most important townships being triangular in shape, making it very awkward as far as roads are concerned. The Townships of Flamboro' and Ancaster are very unlevel and hilly, a range of hills running through the county, as spoken of in another article under the head of "The Geological Features of the County." This range of hills is particularly noticeable in the aforementioned townships in the neighborhood of Hamilton and Dundas, being called the "Mountain." These "mountains" afford some of the finest prospects to be seen in any part of Canada. From the mountain, behind Hamilton, the view is simply magnificent. Below the spectator lies the beautiful city of Hamilton, remarkable for the beauty of its situation and the regularity of its streets. Beyond lies Burlington Bay, one of the safest and most beautiful bays on the lakes; and far to the right stretches Lake Ontario, and to the left lies the rich and beautiful valley of Dundas, walled in by the hills of

Ancaster and Flamboro'. The views in some parts of Ancaster and Beverly are also fine, and have been much admired. There are no streams of any remarkable size in the county, but there are a good many of them. Two of the largest of them have their source in the Beverly swamp. This swamp at one time was one of the most formidable morasses in western Canada. It was a terror to settlers and travellers, and was filled with water all the year round. At one time all of the Township of Beverly lying west of the Dundas and Waterloo road was called the Beverly swamp. Within the last forty years, however, the greater portion of the swamp has been cleared of timber and has been considerably drained, and the swamp is now sought after where it was once shunned. Part of the swamp has been completely drained and found to be the most productive soil in the township. The streams spoken of are Fairchild's creek and Lindsay's creek, both valuable as milling streams. Fairchild's creek runs almost due south, crossing the Dundas and Waterloo road at Komulus, passing through the village of Troy, leaving the Township of Beverly three miles west of Lynden, and finally joining the Grand River, near the town of Brantford. There are four large mills on this creek in the Township of Beverly alone. Lindsay's creek takes its source in the swamp; runs due east for about three miles, then almost due south for about the same distance until it enters the Township of Flamboro', when it changes its name to that of Morden until it enters the Dundas valley, where it is familiarly known as Dundas creek. This creek is particularly rich in mills, having no less than twelve run by its power. On this creek are two of the most beautiful and romantic falls at the "head of the lake." One of these is the well-known Dr. Hamilton falls, near Bullock's Corners, in the Township of Flamboro'. These falls are ninety feet high, and are picturesque and beautiful beyond conception. The other falls are on a branch of Morden's creek called Tunis Creek, and, though smaller, are twenty feet higher. These falls are worth a visit at any season of the year. Several small streams run through the township of Ancaster in a northerly direction, all converging in one point and emptying into Dundas creek. These form in many places, as they wander through the hills, many cascades of surpassing beauty, and lend a charm to the landscape which must be seen to be appreciated. In the Township of Beverly, in the neighborhood of the village of Rockton, are a number of limestone quarries, the admiration of all who behold them. During the winter season hundreds of cords of this beautiful stone are hauled in sleighs into the Township of Ancaster and the County of Brant, which are almost destitute of building stone. The ledge of rocks, of which the Rockton quarries are a part, crops out through the north part of the township in many places, especially in the neighborhood of the village of Kirkwall; but within a quarter of a mile south of the Rockton quarries stone cannot be found within twenty feet of the surface, nor can it be found within sixty-five miles south of Rockton near enough the surface to form a quarry. The principal roads running through the county are the Dundas and Waterloo, the Brock, or Dundas and Guelph, the Hamilton and Port Dover, the Stony Creek road, and the Hamilton and Brantford road. The Dundas and Waterloo road runs nearly due east and west through the north riding, entering the county at the head of the eighth concession, Beverly, and terminating at the town of Dundas. The Brock road commences at Guelph and runs south by south-east through the north riding, terminating at Dundas. The Hamilton and Brantford road runs east and west from the city of Hamilton, through the Township of Ancaster, to the town of Brantford. The Stony Creek road runs east from Hamilton, and leaves the county near Winona. The Hamilton and Port Dover road runs almost due south from Hamilton, leaving the county about one mile from the H. & L. Erie Railway on the outskirts of Glanford.

HISTORY OF THE CORPORATIONS OF WENTWORTH COUNTY.

The Township of Barton.

THE history of the Township of Barton is, to a certain extent, associated with the history of the City of Hamilton, as the site of the city originally composed part of the aforesaid township, and the history of the one, as far as early settlements are concerned, is the same as the other. Among the first settlers on the "mountain" in the Township of Barton were Jacob and William Rymal, William Terryberry, Cornelius and Samuel Ryckman, Lewis and Peter Horning, and the Markle family. William Rymal had, in 1815, 160 acres of cleared land, and Jacob Rymal had 80. William Terryberry had 168 acres of arable land, lived in a frame house of two stories, and owned three horses and six milch cows. Samuel Ryckman had 26 acres of cleared land, had one horse, two oxen, two milch cows, and two horned cattle, from two to four years. Cornelius Ryckman had 45 acres of land cleared. Peter Horning was assessed for 5,000 acres of land altogether; only 80 acres of this was cleared. In 1815 Richard Beasley was assessed for 13,350 acres of land; of these, 150 acres were cleared. George Hamilton, after whom the city is called, was assessed for 1,416 acres of land, of which only 141 were cleared.

In 1815 there were only 102 ratepayers in the whole Township of Barton, including the site of the City of Hamilton. There were 72 houses of one storey in the township, built of logs squared on two sides, and there were only twelve "additional fire places" in the whole township; there were 25 framed houses, and none built of brick or stone; there were 150 horses, 64 oxen, 316 milch cows, and 74 horned cattle from two to four years.

In 1822 an assessment was taken of all the land below the mountain, separately, by William Sherman. Believing that it would be interesting, a list is given below of the names of the ratepayers, with their lot and concession, number of acres, number of horses, oxen and milch cows, and the amount of assessment for each one. The names are given as spelt in the assessment roll:

NAME.	Lot.	Concession	Uncultivated Land.	Improved Land.	Storehouse	Horses.	Oxen.	Milch Cows	Assessm't.
William Sherman.....	9	1	44	60		2	2	6	£161 11s.
Nanse Lotreg.....	6-7	1	28	80		2	9	9	209 0
John Bevit.....	7	1	57	66		1	4	3	97 9
Abel Land.....	12	1	118	30	1	2	4	4	281 12
Steven Land.....	10	1	100	50		3	7	7	139 0
W. B. Sheldon.....	5	2	12	18		3	2	2	338 0
George Cary.....						2	2	2	192 0
Eliza Sheldon.....									40 0
Dany Nite.....						2	2	2	41 0
W. C. Cook.....						2	2	2	22 0
John Duffe.....							1	1	71 0
Joe Rolston.....							2	2	66 0
W. Magoy.....						2		1	19 0
D. Kirkendal.....						2	2	3	126 0
Jos. Clucher.....						1	1	1	3 0
Jos. Mills.....	17	1, 2, 3,	155	70		2	2	2	166 0
Dan. Blane.....							2	2	16 0
N. Hewston.....	14	1, 3, 2,	110	90		3	2	4	211 0
Pet. Forger.....	13	1	120	60		2	2	6	172 0
Samuel Price.....				4		2	2	2	72 0
Richard Springer.....	12	3	150	50		3	2	4	175 0
Thomas Reyhouts.....				1		2	2	2	58 0
Judy Taylor.....						1	3	3	17 0
J. Bachedoy.....	1						1	1	3 0
Andr-w Peson.....							2		7 0
David Beasley.....									68 0
Henry Beasley.....						1			35 0
George Stuart.....							6		28 0
George Stewart, Sr.....	8	1	58	120		1	2	2	167 12
Charles Depew.....	5	12	230	80		1	5	5	201 0
James Depew.....	5	1	60	40		2	5	5	156 0
John Depew.....	5	1	55	45		2	2	2	80 0
William Case.....	8	2	60	40		2	6	6	183 0
Peter Smoke.....						4	2	2	17 0
Jos. Jones.....	1	1	75	25		1	4	4	68 0
Simon Varmer.....						2	2	2	14 0
James Secord.....						1	3	3	78 0
Geo. Secord.....						2	2	2	65 0
P. Jones.....	4	1	110	50		2	7	7	129 0
Tom Lilee.....						2	1	1	3 0
Alexander Belnap.....							4	1	3 0
James Depdegn.....							2	4	14 0
Frederic Williams.....							1	1	11 0
Henry Reede.....							1	1	3 0
William Depew.....	4	2	91	9		2	1	1	59 0
John Cline.....	2	2	100			2	4	4	61 0
Daniel Croswait.....	3	3	60	4		2	5	5	111 0
John Depew.....	5	3	60	40		2	3	3	70 0
James Fleman.....							1	1	3 0
Erastus Gideon.....									23 0
Lewis Horning.....						2	2	7	50 0
Peter Horning.....	8-9	2	500	150					274 0
Ephraim Land.....	11	2	90	60		3	3	3	151 0
John Aikman.....	10	2	130	70		2	3	3	179 0
Michael Aikman.....						1	2	3	25 0
General Gage.....	5-6	2	130	90		1	2	5	184 0
William Gage.....							2	2	8 0
William Smith.....						1			103 8
George Hamilton.....			240	264					600 16
Richard Beasley.....			594	156		4	2	8	431 16
Robert Land.....			179	110		1	4	8	292 16
John Applegarth.....									100 0
			3533	1013		1	80	46	168
									£8,400 14s.

In 1823 the total assessment for the Township of Barton, including the land above and below the "mountain," amounted to £17,014 5s.; £8,163 6s. of this was raised below the "mountain," including—of course, the village of Hamilton and the remainder, £8,850 19s., was assessed above the "mountain." There were only fifteen waggons for pleasure in the whole township—nine above, and six below the "mountain." Of those above the mountain, one was owned by Wm. Shearman; William Gage had one, Henry Sterling had one, William Case had one, David Beasley had another, and George Cary had one. There were no "omnibuses, gigs, or other open carriages kept for pleasure, with two wheels," in the township. There were no "phaetons or other open carriages kept for pleasure only, with four wheels;" nor were there any "close carriages with four wheels" kept for pleasure or anything else, either above or below the "mountain." There were 220 horned cattle, from two to four years old; of these, 137 were owned above, and 83 below the "mountain." There were 419 milch cows in the township, 147 oxen, and 231 horses, besides two "stone horses for covering mares." There were no stone houses whatever either above or below the "mountain," and only five "merchant shops;" four of these were in the village of Hamilton. There were three saw mills and one grist-mill, with one additional pair of stones; the mill belonged to Joseph Rymal's father. There were only 4,978 acres of improved land in the township—2,841 acres above, and 2,137 acres below the "mountain."

The Township of Ancaster.

SEVERAL years before Hamilton had come into existence, Ancaster was considered the most thriving town in Western Canada. It is pleasantly situated upon the side and summit of Burlington Heights, upon the first road constructed by Government from the town of Niagara to the extreme western settlements. St. Jean Baptiste Rousseaux and James Wilson, two emigrants from Lower Canada reached the foot of Burlington Heights in the summer of 1790, and settled in the township shortly afterwards. They had been here but a short time when they agreed to build a corn-mill for the Indians on the banks of the Grand River near Brantford, which they accordingly did, Rousseaux returning to Ancaster as soon as the mill was completed. In the year 1797 Mr. Thomas Hamill, then a boy of ten years of age, came with his father from Grimsby and settled close beside the main road between Ancaster and Hamilton, about two miles from the former place. There were several clearings in the vicinity at the time but the country generally was in a very wild unsettled state. Hamilton was not in existence; Toronto was composed of but a few shanties, and London was still a wilderness. Indians in large numbers roved up and down the country at will, camping anywhere they pleased and wolves were numerous. In 1812 Ancaster had become a thriving village, and in that year war broke out with the Americans. An Ancaster company commanded by Capt. Samuel Hatt, and also a Barton company under the command of Capt. James Durand took an active part in this war. The troops were marched to the camp at Queenston Heights where they remained till the end of September, when they went into camp at the village of Queenston. On the night before the famous battle of Queenston Heights, which occurred on the 13th of October, the Canadians slept with their arms in their hands expecting an attack every moment. Just before daylight, as two or three of the Ancaster and Barton militia-men were standing near the barracks window, they suddenly heard the noise of oars in the river below them and an angry voice exclaim "d—n you, pull that bow oar smartly!" Immediately the sentry at the water's edge discharged his piece, which was the signal for the British troops to evacuate the barracks and take up the different posts assigned them in case of an emergency. The Barton and Ancaster men formed a company under Capt. John Chisholm, and composed part of a small brigade under the orders of Capt. Williams, of H. M. 49th Regiment. The company remained behind a stone wall breastwork until sunrise, when they took an active and honorable part in the great battle that followed. The Ancaster and Barton men were also engaged at the battle of Lundy's Lane, where they distinguished themselves greatly. In this action Major Hatt was wounded in the side, and the wound would have probably proved mortal had the bullet not been interrupted in its flight by a silver half-dollar in the Major's pocket. When the Americans advanced from Sandwich on the Grand River, the Ancaster men were sent to hold them at check, but the Americans had retreated before our men had arrived.

During the war several spies and traitors who had been captured in the neighborhood were removed for safe-keeping to Ancaster, where they were confined for some time in a flour-mill which stood upon the spot where the grist-mill belonging to Mr. Egleston now stands. The prisoners were afterwards taken to the military station on Burlington Heights, and being tried and found guilty were executed near where Dundurn Castle now stands. During part of their confinement Mr. Thomas Hamill of Ancaster was responsible for their safe-keeping. There were not many of the Ancaster men present at the battle of Stoney Creek, but on hearing that a battle was imminent, a number of the inhabitants went down to the British headquarters and saw the troops march silently and swiftly

down the road, and afterwards joined in the joyous shouts of victory ere the night had passed away.

After the war the prosperity of the township increased wonderfully. Immigrants poured in and made themselves homes in the wilderness. The primeval forest was swept away, comfortable farm-houses sprang up over the land "as from the stroke of some enchanter's wand," religion was glad, science was proud, and civilization was triumphant. As far as the village of Ancaster was concerned, Dundas and Hamilton gradually superseded it; Ancaster had not the advantages of canals and railways, and therefore had to give way to her more fortunate rivals. Between 1830 and 1840 the village was almost destroyed by fires, which caused serious loss to the inhabitants. At the present time, however, it is more prosperous, and is day by day becoming of more importance. On the 31st January, 1850, the Municipal Council of the United Counties of Wentworth and Halton, conferred corporate powers on the inhabitants of the village of Ancaster, and on the second Monday in the January following, the householders of the village were to assemble at the Inn of George Rousseaux, and elect three Police Trustees for said village. The world renowned Ancaster Knitting Factory was built a great many years ago, but was burnt down under very suspicious circumstances. It was however re-built and came into the possession of Mr. Smiley, formerly of the *Spectator*. After his death Mr. J. G. Crane bought the property and fitted it up as a Hosiery Mill, being the finest establishment of the kind erected in Canada. Goods made by him took a decided lead over all other goods of the same class. He was however, unfortunate, and another company came into possession of the works and commenced operations about eight years ago. They greatly improved the works, adding to the buildings and fitting up the whole with new machinery. The goods manufactured by the Ancaster Knitting Factory, principally consist of men's shirts, drawers and socks, and women's and children's hosiery. There is another knitting factory in the village but it is conducted on a small scale. Egleston Brothers have in operation an extensive machine factory, where they manufacture carding machines and farm implements of different kinds. There is also a manufactory of card dressing machines in the village. Mr. Gray has a factory at the upper end of the village where he constructs farm cultivators of a very good make. There is also an extensive flour-mill owned by Messrs. Egleston, which is built on the site of the corn-mill above referred to, which was used as a prison in 1812. On the Cold Spring Creek a little to the west of Ancaster village, near the road leading to the Governor's Road, is a large flour mill and a woollen factory. There are also several cheese factories in the township. The country around Ancaster is extremely picturesque. From Point Look-out, a lofty hill about half a mile from the village itself, a magnificent view can be had of the surrounding country, and of the waters of Burlington Bay and Lake Ontario. The name "Point Look-out" is derived from the fact that during the war of 1812 a look-out party used to be stationed there to give warning of the approach of an enemy's fleet. Then among the many pretty ravines that cleave the hill-side, are pleasant little mountain streams winding into the valley, here and there making a leap, forming a number of respectable cascades. Among many points of interest is a mineral spring, situated close to Mr. Leith's park and woods. The water is very disagreeable and very wholesome. It is drunk freely by the residents of Ancaster, and is sometimes bottled up and brought to Hamilton and sold. Prof. George Wilson of Edinburgh, said "that the mineral springs of Ancaster contained notable medicinal properties, and was a useful therapeutic agent. The following is the analysis made by the learned Professor:

Sulphate of Lime.....	45.51
Chloride of Calcium.....	24.70
" Magnesium.....	23.32
" Potassium.....	0.37
" Sodium.....	248.33
Carbonate of Lime.....	14.34
" Iron.....	1.92
" Magnesia.....	1.12
" Silica.....	0.68

Total saline matter in one Imp. Gallon....436.00

One gallon of this water contains 15.77 cubic inches of sulphuretted hydrogen, nearly 1.18 of the volume of the water.

The English Episcopal Church of Ancaster is celebrated for possessing two of the most beautiful painted windows in the Province of Ontario. The church is dedicated to St. John. The Presbyterian Church is on the outskirts of the village, on the road leading to the sulphur spring. Ancaster is the great stronghold of Reformers in the South Riding of Wentworth as Beverly is in the North Riding. Their influence returns a Reform member every election.

LIST OF TOWNSHIP OFFICERS.

The First Municipal Council Township of Ancaster, met on the 21st of January 1850.

Members elect: John Heslop, Councillor, elected Reeve; Moses H. Howell, Councillor, elected Deputy Reeve; James Calder, Councillor; George B. Rousseaux, Councillor; Phillip Rymal, Councillor.

First Reeve—John Heslop, elected 1850, and re-elected 1851 to 1858.

Second Reeve—Wm. Sexton, elected 1859.

Third Reeve—James Calder, 1860 to 1865.

Fourth Reeve—A. Egleston, 1866 to 1875.

First Deputy Reeve—Moses H. Howell, 1850.

Second Deputy Reeve—James Calder, 1851 to 1853.

Third Deputy Reeve—Jacob Binkley, 1854 to 1858.

Fourth Deputy Reeve—A. Egleston, 1859.

Fifth Deputy Reeve—Henry Binkley, 1860 to 1862.

Sixth Deputy Reeve—A. Egleston 1863 to 1866.

Seventh Deputy Reeve—Wm. Sexton, 1867 to 1868.

Eighth Deputy Reeve—John Heslop, 1869 to 1871.

Ninth Deputy Reeve—Jonathan Kelly, 1872 to 1874.

Tenth Deputy Reeve—J. A. Smith, 1875.

First Clerk—Matthew Crooks, 1850 to 1855.

Second Clerk—Wm. A. Cooley, 1856 to 1872.

Third Clerk—John Heslop, 1873 to 1875.

Treasurer—First James Chop; Second M. D. Tisdale; Third Wm. A. Cooley; Fourth John Heslop.

The office of Clerk and Treasurer has been united since 1856.

The Town of Dundas.

The town of Dundas, commonly known as the "Valley City," is situated at the head of the Desjardin's canal in a beautiful valley walled round by the hills of Ancaster and Flamboro', and watered by Dundas creek. The scenery around Dundas, for beauty and gracefulness, is unsurpassed in Ontario. The scene that opens to the view of the traveller as he comes down the mountain along the Dundas and Waterloo road is truly magnificent. The hills of Ancaster rise up before him like a vast amphitheatre, dotted here and there with farm houses and churches and in the far distance is seen the smoke stack of the Ancaster mills and the bell tower of St. John's Church.

As he proceeds, the valley unfolds itself to his view, and then suddenly and at his feet is seen the "Valley City," stretching all the way across the valley, while on the knolls around are built the handsome suburban residences of the wealthier citizens. In the distance is seen the city of Hamilton, with the roof of the Crystal Palace shown distinctly, and further still shines the heaving surface of Burlington Bay.

At one time Dundas was a place of far greater importance than Hamilton, and bid fare to be the principal place of trade in western Ontario. It was the converging point of two of the principal roads in Ontario—the Dundas and Waterloo and the Dundas and Guelph, which brought the trade of the then back countries into Dundas. Towards the latter end of the eighteenth century a line was run by Deputy Surveyor John Stegmann from the head of batteaux navigation to the forks of the river Laranch, now known as the Thames. Stegmann, in surveying the Western part of Canada, took this line as his base in laying out the Township, as will be seen by a glance at the map. This line now forms the well-known Governor's Road, Dundas being the one terminus and the city of London the other. The head of batteaux navigation was then about half way between the present site of Dundas and the head of Burlington Bay. The French voyageurs, in coming down from Quebec and Montreal to traffic with the Indians, came up the stream that far. A warehouse was erected there, the remains of which can still be seen. The town of Dundas was originally laid out as Coote's Paradise. The place was named after an Englishman named Cootes, who spent a summer shooting through the valley. The village was laid out in a block of about sixty acres, being lot 53 in the 1st concession of Ancaster and lot 17 in the 1st concession of Flamboro'. The plan was surveyed by order of the surveyor's office, bearing date May 1st, and performed by John Stegmann, Deputy Surveyor, 1801. Captain John Hatt, who afterwards commanded a company of his neighbors as militia men during the war of 1812-15, was the first permanent settler on the site of Dundas. He erected flouring mills near where the Dundas cotton mills now are. A log jail and court-house stood on the hill above Dundas, on the site now occupied by the respective residences of B. B. Osler and Hugh Moore. This jail was used as a prison during the war of 1812. Coote's Paradise all this time was growing with considerable rapidity. The fact that it was a milling centre, and at the head of batteaux navigation, accounts for this. In 1813 George Hamilton laid out the city of Hamilton, and for several years afterwards a strong rivalry existed between Coote's Paradise and Hamilton as to which should be the county town. The fact that Hamilton lay on the shores of a beautiful bay, and the disagreeing of the Coote's Paradise men amongst themselves, some of them wanting to have it at Crook's Hollow, gave the favor to Hamilton. There are no satisfactory records of the history and life of Dundas from 1812-15 up to 1826, when a charter was got out to build a canal from Coote's Paradise to connect with Burlington Bay. This work gave an animus to the life and trade of Dundas. The head quarters and offices of the canal were in the village, and all the workmen boarded there. When the canal was opened, three steamboats, loaded with visitors from Toronto, Kingston and Niagara, came up the canal to Dundas, and had a grand ball and supper in the town of Dundas, and for the first time a steamboat disturbed the waters of Desjardin's canal. After the opening of the canal a tremendous trade was driven in staves and bolts for barrel heads. At this time the Dundas and Waterloo road had not been Macadamized, and it took three days and nights to go from Dundas to Galt—a distance of twenty miles—and back. The Macadamizing of the above road, however, put an end to this, and an animus to trade in the back countries.

Fresh mills were put up, and the amount of flour teamed from Preston, Galt and Waterloo, to Dundas, was something wonderful. The Dundas and Waterloo road opened out the country on each side of it; villages sprung up along the route; Bullock's Corners, Flamboro' village, Alfredstown, Rockton, and Sheffield; and over twenty hotels were built along the road, each one doing a good business. A stage ran regularly, and the road was filled day and night with flour teams. Dundas was fast swelling into a city; the Dundas and Waterloo Company were fast becoming a rich corporation, when the Great Western Railway was constructed, and the trade that before came down the county road was conducted along the Great Western Railway into Hamilton, and Dundas was paralyzed. This brings us well up to 1847, when Dundas was incorporated as a town. It was then almost as large as it is now. It still drove a large trade in staves, or Beverly wheat as they were called, and always claimed to be a manufacturing centre.

On the 28th July, 1847, the town of Dundas was incorporated by act of Parliament. The limits of the town were defined as follows:—Commencing on the division line between the property of George Rolph and the property of the late Harker Lyons on the York road; thence following the said road westerly to the road leading up the mountain to John Keagey's, the younger; thence in a straight line by compass to a monument within a few feet of the site of the old oat mill; thence across the creek or stream to a stone monument placed at a distance of five hundred feet from the west bank thereof; thence following the said creek or stream at a distance throughout of five hundred feet from the west and south bank thereof to where a stone monument is placed, south of Mr. Ewart's mill dam; thence running in a straight line to a stone monument placed on the boundary line between the property owned by John O. Hatt, Esq., and the estate of the late Manuel Overfield; thence to a stone monument placed on the boundary line between the property owned by Thomas Hatt and the said John O. Hatt; thence along the said boundary line to a stone monument placed in South street; thence following South street till it intersects East street; thence descending the hill in a northerly direction till it intersects the Governor's road; thence following the said road easterly to a stone monument placed on a line at right angles with the place of beginning; thence along the said line to the place of beginning. It was further enacted that the town be divided into four wards, of which the following are the limits:—

Ward No. 1, commencing on the Sydenham road at the northern boundary of the said town; thence running along the said Sydenham road until it intersects King street; thence along the said King street in an easterly direction until it intersects Main street; thence along the said Main street until it intersects Baldwin or Flamboro' street; thence along the same to the basin of the Desjardin's canal; thence along the said canal until the eastern boundary or limit of the town is intersected; thence following the said eastern boundary to the northern boundary line of the said town; thence following the same to the place of beginning.

Ward No. 2 was to consist of all that part of the town described, as follows:—Commencing on King street at a post planted between the lands owned by Orlando Morley and John Walker; thence running south to the southern boundary of the said town; thence along the said boundary to the eastern boundary until the Desjardin's canal is intersected; thence along the said canal in a westerly direction until east street is intersected (Coote's Paradise); thence along Baldwin or Flamboro' street to Main street; thence along the said Main street in a northerly direction till it intersects King street; thence along the said King street to the place of beginning.

The other two wards were that part of the town lying west of Nos. 1 and 2—No. 4 on the south and No. 4 on the north side of King street. Each ward was to elect a member for the town council, these members to elect a fifth as president. The town council were authorized to raise a sum of money not exceeding two thousand pounds for the purpose of erecting a sufficient building of brick or stone for the purpose of a market house or Town Hall, on a central and convenient lot. The Town Hall and market house was erected in 1848, with a market square adjoining. The market square was removed however to another part of the town, to be more convenient to the business part, twenty years afterwards.

The first Town Council of Dundas was composed as follows: John Patterson, President; James Coleman, as Councillor, represented the first ward, Robert Holt the second ward, Hugh MacMahon the third ward, and Robert Spence the fourth ward.

The following were the town officers:—John L. Smith, Town Clerk; James Smith, Assessor; Duncan Calder, Collector; and Murdoch McDonald, Bailiff.

The first meeting of the council was held at Bamberger's Hotel, Dundas, 28th April, 1848.

In 1849 John B. Ewart was unanimously elected president of the Town Council of Dundas. In 1850 the President of the council got the name of Mayor for the first time. The following composed the council for that year:

James Coleman, T. H. Mackenzie and John Fairgrieve, for Mountain Ward, formerly Ward No. 1.

John Patterson, Robert Holt and David Byrns, for Canal Ward, formerly Ward No. 2.

Robert Spence, Jesse Cooper and Hugh MacMahon, for Foundry Ward, formerly Ward No. 3.

Joseph Spencer, John M. Thornton and Ephraim Sternburgh, for Valley Ward, formerly Ward No. 4.

James Coleman was elected Mayor.

LIST OF MAYORS FOR DUNDAS FROM 1850 DOWN TO 1875.

Year.	Mayor.
1850.	James Coleman.
1881.	do
1852.	do
1853.	Robert Holt.
1854.	do
1855.	G. M. Barton.
1856.	John Quarry.
1857.	do
1858.	A. F. Bogue.
1859.	F. H. Mackenzie.
1860.	do
1861.	do
1862.	John W. Thornton.
1863.	do
1864.	do
1865.	do
1866.	James MacMahon
1867.	A. R. Wardell.
1868.	do
1869.	do
1870.	do
1871.	do
1872.	Robert McKechnie.
1873.	do
1874.	James Somerville.
1875.	A. S. Wink.

Dundas is one of the principal manufacturing towns in Ontario. The following is a list of the mills and factories in the town of Dundas:—The Wentworth (Flouring) Mills; the Cotton Factory; Gray's Card, Clothing, and Implement Works; Lawry's Tannery and Maxin's Tannery; Billington's Implement Works; Dundas Mills; Screw factory; McKechnie and Bertram's Lathe and Implement Factory; the Dundas Foundry; Forsyth's Agricultural Works; Kennedy's Boiler Shop; Hourigan's Axe Factory; Mercer and Casey's Planing Factory; George Giant's Machine Shop; Littler and Maw's Tool Works; Fisher's Paper Mill; Cooper's Furniture Factory.

Some of these works are the finest in the Dominion. The machinery for the Hamilton Water Works were constructed at the Dundas foundry, and are the largest and most complete in the Dominion excepting those at Montreal.

The Dundas Foundry was opened in 1838, as a foundry and moulding shop, by John Gartshore & Co., and has been in operation from that date up to the present time. The Dundas Foundry has been to mechanics what a university is to literary men, and at the present day it would be scarcely possible to visit a town where manufacturing in their line is carried on without finding in its workshop one or more of the graduates of this well-known old school. The work turned out by this foundry consists of Steam Engines and everything connected with them.

During the winter of 1874-5 they constructed the machinery for the car ferry-boat "Huron." They constructed two twin screws, receiving their motive power from two non condensing engines of 300 horse power each. The boilers weigh 20 tons each, and the contract for the job amounts to \$30,000. The above is given as a sample of their work.

But the largest and most extensive building in Dundas is the Dundas Cotton Factory, and Canada is indebted to the town of Dundas for the introduction of cotton cloth. The factory was first used by Robert Holt and Company as a foundry, but came into the possession of the Bank of Montreal, from which it was purchased by a Mr. Wright, in 1858, and converted into a factory for the manufacture of cotton cloth. The main building is 230 feet long by 85 wide for a length of 144 feet, and 42 wide for the remaining 86 feet. It is four stories in height and built of white brick, presenting a very imposing appearance. The weekly consumption of cotton is 50 bales, producing from eighteen hundred to two thousand bags, and five to six thousand pounds of yarn, besides the enormous quantity of 45,000 yards of web, a length which, after being doubled three times, would still be long enough to carpet a sidewalk from Dundas to Hamilton on both sides of the road. The motive power is supplied by two magnificent horizontal engines of two-horse power.

Forsyth & Co's. Agricultural Implement Factory is situated on Hatt street. This street is called after the first settler, Capt. Hatt. The establishment consists of a wood shop 40 x 72 feet of two stories; an iron shop 140 x 30; store room 130 x 30; packing room 60 x 40; and a Card (clothing) Factory, which is 40 x 50 and three stories. Their reapers and mowers have taken first prizes at all the trial matches for the last five years. The above sketches are given as specimens of the magnitude of the works.

There are two weekly papers published in the town, the Dundas *True Banner* and the *Standard*. The *Banner* was established by its present proprietor, James Somerville, ex-reeve of Dundas, 1857. There had been two papers published in the town before that, the Dundas *Despatch* and the Dundas *Warder*.

Nine others have been started since the *Banner*, all of which have collapsed. There are in the town agencies for several Insurance Companies, an agency for the Canadian Bank of Commerce, two telegraph agencies, about forty Stores, six Hotels, and Churches for the Episcopalians, Presbyterians, Roman Catholics, and Wesleyan Methodists, some of which are very fine buildings. The population of the town is 3,200.

Dundas is the head quarters of the 77th Batt. The number of men in the battalion is 252, in six companies. The band

with any other township show in the Dominion. It is visited by people from all parts of the country.

During the summer of 1874 a railway scheme was agitated. This was to build a railroad through the township, to connect the Brantford and Port Burwell Railway with the Credit Valley Railway. The scheme was very unpopular with the people of Beverly; and when a bonus of \$30,000 was brought before the electors, it was voted down by a tremendous majority.

Beverly is rich in lime and freestone quarries; those in the neighborhood of Rockton being unequalled by any in Ontario for the quality of the stone.

The first Division Court was held in Beverly, at Rockton, in 1852, under Judge O'Reily.

The Township of Glanford.

THE Township of Glanford lies between the Townships of Ancaster and Binbrook, and is the smallest municipality in the county. It is, however, a capital little township, being thickly settled and containing a great many first class farms. It commenced settling about the same time as its sister townships, and in 1815 contained fifty ratepayers. The following are their names, together with the number of acres of cultivated land, oxen, horses and milch cows owned by each:

NAME.	CULTIVATED LAND ACRES.	HORSES	OXEN.	COWS.
Thomas Choate	228	3	2	10
Christena Fink	50	1		2
George J. Smith	25	3		3
John Mulholland	40	2		2
Thomas Shaw	40	3		3
Nathaniel Crowl	30	2		2
George Richard	20	2		3
Benjamin Lockwood	48	2	2	2
Abel Brown				1
Chris. Raw	20	2		3
Peter Meeker	40	2		2
John Frainer		2	2	2
Widow Hubbard		1		
William Jarome			2	4
Amos Jarome				1
Jacob Smoke	25	2		3
Abraham Russel	40	2		2
Peter Smoke				1
Henry Smith	35	2		4
Joseph Mason		1		1
Caleb Stevs				1
Elijah Sprague				1
David Reynolds				1
Achel Jones				1
Adam Richards				1
Joseph Fricker				1
Francis Hartwell	36	2		3
Ephraim Brown		2		2
Jacob Smith, jr.	70	2		6
Jacob L. Smith	21	2		3
Widow Smith	80	3		6
John Hartford	60	2		4
John Kitson		3		2
Levi Peer	150	3		4
John Dannolds				1
John Itelse		2		2
Amos Smith	25	2		3
Jacob Smith, sr.	25	1		3
Peter Stuart		2		3
Adam Almas		2		2
Jacob Sipes				1
Peter Xoung		2		2
Henry Hannon	50	1	2	3
— Thomas	10	1		1
Sam. Hannon	12	1		2
Joseph Long	6			1
John Bloom				2
Jacob Hagal	20		1	2
John MacClarg	70	2		5
Paul Huffman	70	4		4

In 1849 there was only one sawmill in the township. Nine thousand bushels of wheat, eleven thousand five hundred bushels of oats, and eight thousand pounds of butter were raised from the crop of 1849. Mount Hope is the only village in Glanford. It is half way between Hamilton and Caledonia, on the Hamilton and Port Dover Road. There are two churches in the village belonging to the Church of England and the Wesleyan Methodists, respectively. It is a village of considerable importance and stands in the middle of the township. The following is a list of the principal township officers since the formation of the township:

The first Municipal Council was organized in 1850, and the Councillors for that year for the Township of Glanford were Messrs. Aley Binkley, Henry McSherry, James O'Loane and James S. Wetenhall, Esq's. The Reeve for 1850 was Joseph Hannon, Esq.; 1851-52 James S. Wetenhall, Esq.; 1853, Philip Shaver, Esq.; 1854, Thomas Shaw, Esq.; 1855, John Weylie, Esq.; 1856-57, Aley Binkley, Esq.; 1858, Thomas Shaw, Esq.; 1859, Joseph Hannon, Esq.; 1860, Gideon Smith, Esq.; 1861, Aley Binkley, Esq.; 1862, Joseph Bates, Esq.; 1863-64, John Weylie, Esq.; 1865, Robt. Leeming, Esq.; 1866, Sam. B. Weylie, Esq.; 1867-68-69, Alex. Bethune, Esq.; 1870-71-72, John Renton, Esq.; 1873-74-75, Alex. Bethune, Esq.; 1872, first Deputy Reeve Wm. M. Calder, Esq.; 1873-74-75, Wm. M. Calder, Esq.; Thos. Choate, Clerk.

The Township of Binbrook.

THE first settler in the township was Brian Condon, who took up 800 acres of land south of the first block, on the first concession. The Sweezey family were the next settlers, and

took up land 3½ miles north of Hall's Corner's. The first settlers in the south part of Binbrook were John McCarley and Morris Derrick. In 1820 a Welshman, named Llewellen, settled on the 4th concession, on the site of the house now occupied by ex-Councillor Duff. The first blacksmith shop in the township used to stand on the site of Wickett's tavern, Hall's Corners; the smith was Henry Cline. The first store was kept by a Mr. McMicken, in the village of Woodburn. Henry Hall, ex Reeve, sold the first whiskey in the township. The first real tavern was kept in Woodburn, 1835, by George Dennis. The first saw-mill was erected in Woodburn, 1835, and owned by John McMicken; the first grist-mill was erected by the same man, in the same year, in the same place. The first church was erected in Woodburn. It was a frame building, and is still standing, though rough-cast now. It belonged to the Church of England, and the first preacher was the Rev. Mr. O'Flanigan. The first school was a log building, and was erected in 1825; it was burned down a year afterwards. The next school in the township was also a log building, and was erected near the present site of Gage's tavern, Hall's Corners; a man named Hait officiated. The first frame house and barn in the township were John McCarley's, south of 4th concession, Lot 4; they are both standing. John McCarley also owned the first waggon and buggy. The first reaping machine was owned by Dr. Kennedy. The first doctor in the township was Dr. Campbell. The first magistrates were Henry Morgan and Andrew Newell, and the first officer of the peace was Constable Kerner. The first serious crime was committed in 1838. A man named Ladly, a shoemaker, in Woodburn, stabbed and killed his wife in a drunken spree. He was tried, condemned and hanged for murder in Hamilton. Ex-Councillor Duff assessed and collected the township in its infancy for 75 cents. This gentleman emigrated to the country in 1821, and settled in Binbrook 1828. The house he then occupied is now standing, and is still occupied. He was Township Clerk for twenty years, and a Councillor for one year, when he resigned. A strange document is still in the possession of the Township Clerk. This is a register of the early settlers' pig ear-marks. In those days there were no fences, and the settlers having large herds of swine that ran at large through the forest after roots and nuts, it was absolutely necessary that the pigs of each settler should have a peculiar mark of their own to distinguish them, and that this mark should be registered. A book was therefore kept, which is now in the possession of Col. Brown, Township Clerk; the book dates 1829. After each man's name a pig's head is drawn, with his owner's mark figured on the ears. Here is an extract:

"Andrew Newell—his mark: crop of right ear and two slits in left ear, and a short tale."

In the same book we find the following:

"A Registry of Names that has taken the oth of office fer the year 1837 for the township of Binbrook: Francis Sheriff, Henery Hall, B. Swyzie, Comissioners; Andrew Newell, Assessor; Daniel Dunham, Pound Keper. Overseer of highwas—Wm. Hait, John Sidy, Josphep Master, John Arnold, Thomas Weble, Fredrich Snider, Phineas Henery, Wm. Nevils.

List of the principal township officers since the formation of the township in 1851:

1850—Henry Hall, Reeve. Council—James Sliptel, Dr. Kennedy, John Sidey, A. B. Sweezey, James Duff, Clerk.

Brook Finland was appointed Collector, and James D. Rice, Assessor; but he resigned, and Wm. Service was appointed in his place.

1851—Henry Hall, Reeve. The same Council was returned this year. James Duff, Clerk.

1852-'53-'54—Henry Hall, Reeve.

1855—John Sidey, Reeve; Wm. Ptolemy, Clerk.

1856—Henry Hall, Reeve.

1857—John Sidey, Reeve

In this year the first grant to the Agricultural Society was made. It amounted to the sum of £5.

1858—Henry Hall, Reeve.

In that year Captain James Hoey came into the Council for the first time. In 1858 the township was divided into five wards.

1859—Henry Hall, Reeve.

In that year John Brown—now Col. Brown, of the 77th Batt.,—was appointed Township Clerk, and has remained in that office ever since.

1860—Henry Hall, Reeve.

1861—John Sidey, Reeve.

1862—James Scrogie, Reeve till February of that year, when he was disqualified, and John Sidey was appointed in his place.

1863—George Fletcher, Reeve.

1864—John B. Stewart, Reeve.

1865-'66—Wm. Ptolemy, Reeve.

1867-'68—Dr. Walter McKay, Reeve.

1869—George Fletcher, Reeve.

1870 to 1875—James Hoey, Reeve.

The soil of Binbrook is principally a hard clay, and rather hard to work. The principal timber is oak, pine, beech and maple. Hamilton is their market.

A SKETCH OF HALL'S CORNERS.

Hall's Corners, the principal village in the township, is 14 miles from Hamilton. It is situated on a side road, where it intersects the 4th concession. There is a drill-shed in the village that cost \$700, built during the Fenian sensation for the use of the volunteers and for agricultural purposes. There is a large company of volunteers here, belonging to the 77th Battalion, organized and gazetted in 1866. At that time John Brown was Captain and James Hoey, Ensign. Now, however, Brown has

been promoted to the rank of Colonel, and Hoey to that of Captain. The township offices are situated in the village, and are built of brick. There is a temperance hall, originally built as an Orange hall. It has five churches, all frame, belonging respectively to the Baptists, Catholics, Presbyterians, W. Methodists and E. Methodists. There is one dry goods store and grocery, and one general store and post-office; there is one harness-maker's shop, one shoemaker's shop, two blacksmith's shop, one wagon-maker's shop, one carpenter's shop, a saw-mill, shingle factory, planing-mill and chop-factory combined; two taverns, two butcher's shops, one tailor's shop, two doctors, and a school-house.

Captain Hoey, the Reeve, lives in a comfortable country-house, about half a mile south from the village; Col. Brown, the Clerk, about a mile further south, and ex-Councillor Duff resides some distance east from the village.

Hall's Corners is a great place for horse traders—some of them having half-dozen horses in the morning, and none at all before night.

ADDITIONAL NOTES

There were only 41 ratepayers in the Township of Binbrook in the year 1834; 16 horses, 34 oxen, 56 milch cows, and 20 young cattle.

CENSUS.

Males over 16 years of age	51
Males under 16 years of age	51
Females over 16 years of age	39
Females under 16 years of age	47

Total 188

In 1831 the total population was 161.

An account of the Receipts and Disbursements for the Township of Binbrook for the year 1849:

1849.	Dr.	Cr.
To balance on hand from last year	£3 10 0½	
To cash received under By-Law 94	31 7 1	
To cash do. from Wild Land Taxes	19 13 1	
Paid Mr. William Scott, for 1600 ft. 3-inch plank, per Rec't		£6 0 0
Paid F. Snider, for getting out 1,224 ft. Timber for 2 Bridges over the Chippawa, per Receipts		4 11 9
Paid Mr. Samuel Olmstead, Overseer H. W.		1 5 0
Paid Mr. Fredrick Willings, Overseer		3 0 0
Paid Mr. James Cook, Overseer		3 10 0½
Paid William Elliott, for Drawing Timber for 2 Bridges		2 15 0
Paid F. Snider, for Drawing Plank		0 15 0
Paid F. Snider, for Extra Timber		0 4 0½
Paid McQuesten & Co. for 3 Scrapers		6 0 0
Paid Andrew B. Sweazyie, Overseer		3 5 0
Paid John Bell, Overseer		1 2 6
Paid Joseph Johnson, for Building 2 Bridges over the Chippawa		6 7 6
Paid Mr. Wm. Scott, for 240 ft. Plank		0 12 0
Paid Mr. F. Willings, Overseer		2 10 0
Paid Henry Procter, for drawing 240 Plank		0 2 6
Paid Mr. Aaron Pettit, for a Scraper		2 0 0
Paid James Fletcher, for labour		0 5 0
Paid Thos. Reid, Overseer		2 10 0
Paid Robt. Blain, for two men & team 1 day		0 10 0
Do. Do. for Plank		0 5 7½
Paid Thos. McDonald, for 15 Rods Crosswaying		3 15 0
Dec. 29th—To Cash Rec'd from Mr. James Duff	0 10 0	
Credit	£55 0 2½	£51 5 11½
Balance on hand at the end of the year	£3 14 3	
Paid Fredrick Snider, per Receipts	0 2 0	
Balance on hand at the end of the year	£3 12 3	

HENRY HALL, D. C.

East and West Flamboro'.

EAST and West Flamboro' commenced settling in the year 1797. John Green came into the township in that year and built a grist-mill. It is claimed by some to have been the first grist-mill at the head of the lakes, but this is a mistake. The township was plotted and surveyed at different times by John Stegmann, Deputy Surveyor, in 1797, and Jones and Aikman. After Green came into the township, he was followed by the Markle family who settled near him. It was about this time also, that the Morden's, U. E. Loyalists, settled in the vicinity of Dundas, and along Crook's Hollow. To give a detailed account of the adventures and vicissitudes of these men would be at once useless and superfluous. The early history of one township in the county is much the same as another. In each township there was the same monotony of forest and swamp; the same climate, and the same number of wild beasts. The early settlers in the different townships belonged to the same class of people, and went about their work in much the same way. One was as far from the civilized world as the other, and there was with allof them the never changing monotony of hard work and poverty. Suffice it to say as regards these townships, that they grew much the same as the others.

During 1840, a strange individual named Gleason, used to hunt wolves through this township. His time for hunting was after dark. He wore a very ingenious hat, upon which he built a fire of pine knots and then stalked about through the forest. The wild beasts rushed up to gaze at him, and he being a crack shot picked them off quite easily.

Crooks' Hollow at a very early date was a place of importance. It was intended at one time to have the county town near the present site of the paper-mill there. It was intended

to dig a canal from Burlington Bay, straight through to Crooks' Hollow; boats to be brought up the "mountain" by means of locks. The creek running through the hollow was expected to be sufficient to fill the upper end of the canal. The idea of having the county town at Crooks' Hollow, gave an impetus to trade and immigration, and the country in that neighborhood opened out rapidly. Greensville, called after John Green, the first settler, sprang into existence, and a number of valuable mills were erected in the hollow. In 1850, a grist-mill, saw-mill, distillery, paper-mill, woolen factory and a tannery were in full operation, and have continued so to this day. In 1817, the township only contained one grist and six saw-mills, and one fulling-mill. In 1817 there was a total population in West Flamboro' of 360, in 1849 there was a population of 2,428. From the crop of 1849 there was produced 53,000 bushels of wheat, 27,000 bushels of oats, 21,000 bushels of potatoes, 22,000 bushels of turnips, 7,000 pounds of wool, and 12,000 pounds of butter.

The village of Flamboro' is a lazy, rambling looking place, on the Dundas and Waterloo Road. It used to be a place of some importance, but since the station on the Great Western Railway was removed from its neighborhood, it has ceased to grow, and has rather been on the decline ever since. The scenery in the neighborhood is very beautiful. Coming down the Dundas and Waterloo Road from the village to the Town of Dundas, the view caught by the traveller can seldom be surpassed. Now and then to the left, through the tall pine trees, glimpses are caught of Crooks' Hollow, with its sparkling stream and its busy mills, while far to the right are seen in the distance the blue hills of Ancaster. Below Bullock's Corners the stream that runs through Crooks' Hollow makes a beautiful leap of ninety feet into a wild looking ravine or cleft in Dundas mountain. The cataract is known as Dr. Hamilton's Falls. Further back and on a branch of this creek are Tunis' Falls, which are 110 feet high and are surpassingly beautiful in the spring and fall when a large volume of water passes down the stream. This stream caused the first law-suit that ever took place in Flamboro'. It appears that a man named John Cochenour, claimed land on both sides of the creek between Bullock's Corners and Hamilton's Falls. A man named Hatt, father of John O. Hatt of Dundas, had cut down a pine tree on the east side of the creek and made a rain-trough out of it. Cochenour objected to this, and when an Irishman named O'Brien, came with a pair of oxen to draw it home to Dundas, Cochenour assaulted him with an axe, O'Brien parried the blow and knocked him down with a hand spike, put him into the trough, chained him there and dragged him into Dundas, and brought an action against Cochenour for assault, with intent to kill.

The surface of the country varies, being composed of hill and dale; the soil is chiefly loam, and is well watered with numerous small streams.

Township of Saltfleet.

NEXT to Ancaster and Barton Saltfleet was the earliest settled township in the county. Who the first settler was the writer has not been able to ascertain, but the date was about 1786, between which year and 1790 Levi Lewis, John Pettit, Gershom Carpenter, Augustus Jones, John Biggar, John Wilson, Samuel Dean, and a few others, settled in the locality west of the Fifty Mile Creek—a name afterwards abbreviated to "The Fifty," and meant to designate the stopping place on the main road and not the creek,—between the mountain and the lake. The early history of this township is but a repetition of that of others of the county, in which tales of the difficulties of finding a shelter for the travel-spent pioneer's head—of the troubles of erecting the first log hut—of the hard struggles for existence till the "cleared patch" was made and the first grain raised—of the slow approaches from hardship to comfort and the gradual development into neighborhoods form the principal subjects of record. This part of the county possessed some natural features which tended greatly to palliate many of the severities accompanying first settlement. The soil, particularly under the mountain, was wonderfully rich and productive, and seed needed scarcely anything more than depositing in the earth to bring forth an immense yield; while to those who made their homes near the lake, fishing supplied an easily procured article of food. At the breaking out of the war of 1812, and while there were but few settlers in the vicinity, the manufacture of salt commenced and at one time appeared to be in a fair way of assuming considerable proportions. In the bed of the Big Creek, near the intersection of the present 2nd concession, were two or three excellent salt springs. A settler named Allan McDougall erected, in the early part of 1812, saltworks here which did such a flourishing business that another was put up in the same year by William Kent. No salt was imported in these times, and the works supplied the whole region for three or four years. The manufacturers enjoyed a complete monopoly of the local trade, and sold all the salt their works could produce at such exorbitant rates as \$10 a bushel or \$50 a barrel.

It was while these works flourished that the township was formed and took its name Saltfleet, derived from the words salt and fleet (Saxon *fleet*, a creek or flood,) signifying the salt creek on which the works were built. The compound soon came to be written as one word, as shown in the earliest public records of the township. But the old saltworks are now so completely a thing of the past that the wells are filled up and not a plank is left of the old buildings; indeed, few people of the township know the derivation of its name.

The facilities of this section of the county for speedy growth of population were much greater than those of most other townships, as the only two avenues of communication of this part

of the peninsula with the neighboring country ran through Saltfleet, and with the tide of U. E. Loyalists and European immigrants pouring in from about 1790, the settlement of the township advanced with fair rapidity. These avenues were two roads, at this time scarcely more than footpaths, and fenced in only by forest trees—one running in a zig-zag course near the foot of the mountain, and the other cut along the lake following the curves of the shore, both terminating at Burlington Heights. In the early days the Lake Road, as it was called, was the principal thoroughfare, and continued to be so for many years. But little by little the waves of Ontario washed away the lake bank from the Beach to east of the "Thirty," until they encroached in places upon the highway. The road fences were removed several times at various points along the coast, but the waters steadily ate their way upon it until the whole line was approached. The highway was swept away, and the line of the old lake road is now, in most places, far out in the water.

In 1870 a house built on the upper road, at the 50-mile Creek, a stream so called by the earlier settlers who gave each of the creeks along this road the names of the 2-mile creek, 5-mile creek, 20-mile creek, etc., according to their supposed distance from Niagara,—became a stopping place, and in later years almost a village; and at the banks of the Stony Creek two or three log houses, a log tavern, a sawmill, and a church sprang up, and in a few years named themselves a village. Nothing of more note than the advent of occasional settlers into the locality marked the early progress of Saltfleet, till the year 1813, when the little hamlet of Stony Creek was fated to be the scene of one of the most important battles of the war of 1812, and to become an immortal name in the history of the country. The following description of this engagement is extracted from E. B. Biggar's "Sketch of the Battle of Stony Creek," published in the *Spectator* of June, 1873:—

"When General Vincent retreated towards Queenston, he was followed by the American Col. Scott, who succeeded in making prisoners of 50 British. As soon as the Americans had taken possession of the now dismantled and untenable fort and town (consisting of a few ruined houses) Gen. Dearborn was informed that Col. Proctor was on his way from the Detroit frontier to effect a junction with Gen. Vincent at Burlington Heights. Supposing this information to be correct Dearborn proposed to despatch some of his army to cut off Vincent's retreat and thus prevent their joining. This was agreed upon and Gen. Winder, at his own request, was appointed to the duty. Accordingly, he set out, but took the wrong road and was obliged to return. This caused a ruinous delay of two days, by which time Vincent had gained the Heights, and of course the idea of heading the retreat was then given up. Dearborn's intention was to transport his troops to Burlington Bay by the fleet, "but," says Auchinleck, "the cabinet at Washington had given this arm of the expedition a different direction." So two more days were spent in unresulting deliberations as to how to proceed.

"Again Gen. Winder started with a brigade in pursuit of the British. This brigade, which included a corps of dragoons; Col. Burns' detachment of cavalry (stated by G. Auchinleck to number 250); and Archer's and Towson's artillery, amounted to only 800 men, according to B. J. Lossing, the writer of "Sketches of the War of 1812." Another American work, however, states them at 1,450 men. Winder pushed rapidly on to the 20 mile Creek at which place he was told that Vincent was posted strongly at Burlington Heights, and had received reinforcements from Kingston. Believing this (an invention, no doubt, of some unscrupulously patriotic denizen) to be true, he halted in his pursuit, and sent a request to Dearborn for more troops. In compliance with this another brigade was sent, under the command of General Chandler, who being the senior officer took the chief command on his arrival. Lossing says that (Chandler's) brigade counted 500 men, making the total American force 1,300. Auchinleck, the Canadian historian of the war, with a fairer appearance of accuracy, puts them down at 3,450. W. H. Merritt speaking of them as encamped at Stony Creek says there were "2,000 on a hill to the right of the road and 500 in a lane to the left, in advance of their artillery" (and cavalry, which numbered 250). Placing the artillery at the moderate number of 350 there would then be 3,100. Besides these a body of troops, whose number is unknown, came up the lake in seventeen batteaux. Reducing the conflicting statements of a dozen different authorities to a fair average the two brigades could not have been less than 2,800 men. Chandler and Winder now moved forward to the 40-mile Creek, where they drove off the mounted militiamen under Captain Merritt. Having here ascertained more accurately the position and strength of the British they proceeded on their march; and towards evening, on the 5th of June, they arrived, tired, hungry and thirsty, at a place which was soon to be the scene of disaster and defeat to themselves; but a most brilliant and glorious success for the British—Stony Creek.

Before giving a view of the subsequent incidents it may be well to give some idea of what constituted Stony Creek and Burlington Heights, so that the reader may better understand the relative position and surroundings of the two armies. Neither of those two places had any claims at that time to the title of village even. Stony Creek was a stream which took its rise in a swampy tract of woodland some miles beyond or south of that ridge of land known as the "mountain," the same ridge over which the great Niagara thunders—and running northwest poured over this; then, winding northward through the present village emptied into a small lagoon which stretches in from the shore of Lake Ontario. The creek is not perennial, but in the spring and autumn a most beautiful falls is formed at the escarpment where the water pours over from the summit in one unbroken descent of 80 or 100 feet. The great, sym-

metrically regular oval wall of grey rocks from whose summit the water pours into a rocky basin beneath; the majestic evergreen crown of pines and hemlocks encircling and overlooking its brow with conscious imperiousness; the undergrowth that overhangs and fringes like a valance the rugged edge of rocks; and further on, the shrubbery which carpets the steep banks of the canon that gazes on the rich valley beneath; and the grand and picturesque boulders piled confusedly together make up a picture upon which the traveler might look hundreds of times and it would not lose any of its variety or enchanting picturesqueness. After leaving the foot of the falls its waters dash gaily down over rocky ledges to the level below and then course over a complete bed of small loose stones to its outlet. From this it derives its name of "Stony Creek." Our ancestors spelt it "Stoney" and that error is now a confirmed custom with the inhabitants. A narrow, crooked, rough road ran near the mountain from Queenston to the Heights, and around the lake to York and Kingston. On this road, hard by Stony Creek, lived Edward Brady, who kept a small log tavern. About a hundred yards east of the creek and nearly opposite him, lived Stephen Jones (father of the present Judge of the County of Brant), who also kept a log tavern. Another log shanty was built close to this, but the occupant's name is oblivion. Adam Green (after whom Greensville, above Stony Creek, is called) lived on the hill in a log house west of the creek, on the spot now occupied by H. Spearie's house. Just below this on the creek bank was an old water-power sawmill. Nearly a half mile west of the creek, and overlooking the battle ground from a hill on the south was James Gage's house; whose brother William lived some distance across the road on another hill. The house of the latter is the only one that still stands entire, as it stood then. Nearly between these two, close by the road was a little log cabin in which a man named Lappin lived. An unfinished frame house (said to be the only frame house in these parts except one) stood by the creek. There was only one more building besides these, but it was the finest and best of all. it was the old Church.

"It stood upon a hill; a gentle hill,
Green, and of mild declivity."

and in the center of what is now the graveyard, a yard then dotted by scarce a tombstone. It was built by the Wesleyan Methodists, and was, with the exception of the Grand River stone chapel, the oldest church in Western Ontario. The settlers used to come a distance of twenty or thirty miles to listen to itinerant preachers in this church, in its early days. It was built with the labor of the settlers and without money; its clap-board sides never saw paint; its interior never knew plaster or whitewash; its humble altar glittered with not an ornament, no great chandelier shed its light on a fashionably dressed audience at night, nor organ pealed its accompaniment to the classical music of a trained choir. Its only steeple was the chimney top that towered over the old fire-place—for there were no foundries or stoves then. Still its pious congregation looked proudly upon it as a grand edifice. Years after the war it was repaired and refitted, however, and was still the finest chapel in this part of the country.

But when other more modern and stylish churches were built in the village, the venerable edifice fell into neglect, and finally it was resorted to only by the straggling tramp as a shelter over night, and the only devotions heard about it were those of the night owl. While it was falling into desuetude and was occupied only by an occasional preacher or exhorter, the walls were disgracefully defaced by profane inscriptions. Among these was an epigram upon William Kent, which gained quite a celebrity; Kent was one of the local exhorters, and one rainy Sunday when an itinerant preacher had failed to keep an appointment he held forth in his place, whereupon "the village wag" wrote:

Last Sunday was a rainy day,
No preacher came to preach or pray,
But the Devil in compassion sent
His humble servant William Kent.

From about 1860 the old church stood an interesting ruin till it was torn down in 1871.

Two miles west of Stony Creek William Davis kept a tavern near the bank of the Big Creek close by the road. It was here that Colonels Harvey and Murray boarded for a time during the war. The story is told how an awkward and verdant youth named McNab (afterwards Sir Allan) was introduced to Murray in this house, and became so confused in being presented to one whom he thought so great a man that he kicked over his chair in rising; and how he afterwards said he believed he would have rushed out of the house in mortification had he not been brought to himself by a grim smile of assurance from Murray. Farther up the road was another house—still standing on the present site of Bartonville, then the only representative house of that village. These buildings enumerated, planted in the midst of an unweeded forest, like so many islands in an ocean, were all that then was of Stony Creek and Hamilton—a name then unknown as a locality. That part of Hamilton now known as "Dundurn Castle" was termed the Heights as well as the high land on the other side of the canal. On the grounds around the site of the castle and in other places entrenchments were cut and trees felled for some distance around with their branches pointing outward, as a sort of *cheval-de-frise*, traces of which may yet be seen in the present cemetery. And behind these entrenchments was Vincent's camp.

It has been said that the Americans reached Stony Creek late in the afternoon of the 5th of June, 1813. One of the British dragoons who had been stationed a distance below the creek as a look-out came riding through the hamlet at full gallop, firing his pistol and shouting that the enemy were com-

ing. As he was a notorious liar the alarm was received doubtfully. Another dragoon, John Brady, rode eastward, upon this, to reconnoitre, and ere he advanced half-a-mile suddenly came upon them. A short distance before him a deer-path ran down to the road from the mountain, and this he was resolved to gain in the face of the enemy. Putting spurs to his horse he rode up, screened by the fire of two "log-heaps" that were burning by the road, and firing off his piece at them darted up the deer-path to the mountain. As he wheeled several muskets answered his own shot but the bullets whistled harmlessly by or struck the intervening trees. Brady climbed the mountain and in less than two hours was at Vincent's camp at Burlington Heights. The advance cavalry of the Americans soon pranced up before Brady's tavern; where, among other things, they appropriated the family's bread that had been freshly baked the same afternoon. The clattering of cavalry hoofs; the clanking of swords; the heavy rattle of the artillery and the long and strange array of invading soldiers as they filed along the narrow road struck the few inhabitants of the hamlet with wonder and astonishment. It was soon whispered about among them that a battle was to be fought the next day, and, as may be expected, the wives and maidens of the vicinity were in great consternation. Arrived at the old church, the advance encountered Capt. Williams, whom they drove to the west side of the Big Creek. Williams and his men mounted the west bank of the Big Creek and, firing from thence, killed one man and mortally wounded another who was carried into Davis's tavern. The sun was getting low in the west as the advance and part of the main body found themselves on a piece of high and uneven land surrounded by a dense forest where it was impossible to camp on account of the impenetrable underwood—unless it would be in the contracted limits of the road. Under these circumstances the men were ordered to fall back on Stony Creek. Soon after they had gone an American surgeon was sent to attend the wounded man at Davis's. He seemed in great excitement; swore at the men under his charge for not hurrying to obey his orders; and was sure they would all be scalped if they did not get away at once. So the wounded man was tumbled into one of the beds and they rattled off in their wagon, bed and all. It seems he had heard the shouts of Williams's men and imagined them to be Indians. (Without discussing the question of the cruelty and savagery practiced by the Indians on both sides during this war it will be proper to mention that the Americans stood in singular dread of the British Indians and were in constant terror of the scalping knife, to which feeling was owing partly their defeat in this conflict, though, he it remembered, not a solitary Indian was in the battle.) It is related that some of the men on their way back to Stony Creek stopped at a well to drink. One of them said to a comrade, "I think I will take this piece of land (pointing to a small clearing) when Canada is conquered." This man was found the next day among the slain. The poor fellow is still waiting for his farm beneath an apple-tree that sheds its bloom at each returning 6th of June over the ground where the soldiers were buried.

A small tributary stream of Stony Creek ran down past Gage's house, distant about half a mile at that point from the main stream, and was enclosed by a low, level, woodless strip of ground called the "flat," which was itself walled in on either side by an abrupt bank about ten feet high. The road at this place was not then graded, but pitched immediately down these banks; and it was on the eastern bank that Chandler ordered his cannon to be planted, so that they might sweep the road to the west. On each side of the road, near the guns, slept the artillerymen. Immediately in the rear of this Towson's artillery, with Col. Burns and his cavalry camped. In a cleared field south of the road, towards Gage's house, a body of nearly 2,000 Americans pitched their tents, stretching along and above the bank; 500 lay in a lane in the flat west of the stream, and to the right front of the artillery. Archer's artillery and another body of men occupied a position towards the lake. And finally, in advance of the rest, a party of about 50 took possession of the old church. All the settlers in the vicinity were taken and held as prisoners lest they should carry any information to Vincent. Three of them were confined in Lappin's log cabin, in uncomfortable proximity to the cannon, and a guard placed over them. Chandler, Winder, and some of the principal officers occupied Gage's house—while the family were put down cellar and used his barn and out-houses as store rooms for their baggage. The troops were ordered to sleep on their arms that night; the cannon stood in readiness to sweep the road; and full directions were given by Chandler when and how to form in line of battle should any attack be made. Thus for the first time the tents of a Canadian enemy were spread upon Stony Creek ground, and for the first time the smoke of an enemy's camp-fires arose on Wentworth air. The men took their much-needed supper and lay down upon their arms weary and exhausted from their long, tiresome day's march. The noise and bustle of the camp gradually died out, as the men sought their rest, and the darkness closed in. Characteristic of June, the night was hot and breezeless, as the day had been clear and sultry. There was no moon: the horizon on all quarters was entombed in a mountain of dark clouds from which the "heat-lightning" shot out at intervals, and illumined the tree tops with its dull flickering glare. Soon the men were asleep, and the only sounds to be heard were the sullen tread of the sentinels, the distant wail of some bird or animal, and the dying crackle of the camp-fires which revealed indistinctly the grey pyramids around them, and the forms of out-lying soldiers.

Let us now leave the Americans to the slumber which was fated to be so suddenly and abruptly broken, and follow the motions of the British.

Towards evening Vincent sent out Col. John Harvey, his

deputy-adjutant-general, for the purpose of reconnoitring the enemy. Taking ensigns McKenny and George, two officers of W. H. Merritt's company, he went forward with the light companies of the 49th, and met Williams' company at Big Creek. While Harvey, George, and McKenny were ascending the east bank of the creek in advance of the men, they came upon an American with a British prisoner. The American leveled his piece to fire on them, when Harvey called out to the British prisoner to seize him, which was no sooner said than the gun was wrested from him, and the captor was captive. Harvey lent his pistol to George Bradshaw, he being without small arms, and the American, whose name was Vanderberg, was conducted by him to the presence of Vincent. The British soldier had strayed from the road in the early part of the day, returned without knowing that the enemy had advanced so far, and was seen and seized. The reconnoitring party now went cautiously forward to a position from which they could view the enemy. Here they saw that the extended line of encampment of the enemy was scantily guarded, was scattered and disconnected, the artillery poorly supported, and the cavalry placed awkwardly in the rear of the artillery. McKenny and George both suggested a night sortie upon them. Harvey at once saw the feasibility of it and concurred. Harvey has always been looked to as the first who proposed this scheme of night attack, but the honor of it really belongs to these two, McKenny claiming to have spoken of it first (see W. H. M.'s "Journal"). At night they returned and proposed the night attack to Vincent, who without much deliberation moved to carry it into effect. He acceded to it more readily as he knew full well how very critical his situation was. York was in the grasp of the enemy and an active and powerful fleet was on the lake to oppose him. And should he delay action till the next day an out-numbering army would be on his position at the very time when he had but ninety rounds of ammunition for each man. W. H. Merritt, who understood perfectly well the state of affairs, spoke of it thus: "All my hopes depended on this bold enterprise, for had we not attacked them they would have advanced the next morning, and in all probability we would have retired without risking an action, as our force was not one-third of theirs. Proctor and the whole upper country would then have fallen." It was the result, then, of this night attack upon the enemy that was to decide the fate of the western portion of the Province.

An order to move forward startled the sleeping officers and men from the grass whereon they were reposing, and instantly the camp was alive with preparations to march. It was about half-past ten when the last of the brave seven hundred and four who were to honor themselves and their posterity in this daring encounter disappeared from the waning light of their camp-fires down the lonely road eastward. Stealthily they took their way beneath the grand wall of trees that rose on either side of the road and in places arched together overhead closing them in profound night and darkness. As the little phalanx wound along its sinuous path towards the enemy's encampment not a word was spoken nor a sound of any kind escaped the ranks. On they stole down the west bank of Big Creek, then up the eastern one like a train of noiseless ghosts. Just as they arrived at Davis's the slumbering echoes of the woods awoke upon their ears with the sound of a gun, in the very direction of the enemy. The whole body halted almost without the word of command. This report called for increased caution; some information was gleaned from Davis; and an order went round to have the charges drawn from every gun lest by some accident they should go off and, perhaps, defeat the only scheme by which they could hope for success. They now formed into sections; and with the light companies of the 49th in the van and Vincent at the head of the rear column they once more proceeded. Their movements were now attended with greater caution, for they were not certain that the report heard was not an alarm at their approach. They arrived in sight of the first American sentry at nearly two o'clock on Sunday morning (6th). Col. Harvey, who was to conduct the attack, was in front of the light companies with another man of the 49th, and observed the sentry reclining against a tree which leaned partially over the road about a hundred yards west of the church. I have never been able to discover for a certainty whether the countersign was obtained; or if it was, how it was done. Lossing asserts that it "was obtained from a treacherous dweller near, who by false pretences had procured and conveyed it to General Vincent." From the following from a "49th Man" it would appear that no countersign was obtained which is more probable: "I had been driven in that afternoon from Stony Creek, and was well acquainted with the ground. The cautious silence observed (speaking of their march down) was most painful; not a whisper was permitted; even our footsteps were not allowed to be heard; I shall never forget the agony caused to the senses by the stealthiness with which we proceeded to the midnight slaughter. I was not aware that any other force accompanied us than the Grenadiers, and when we approached near the Creek I ventured to whisper to Col. Harvey, 'We are close to the enemy's camp, sir!' 'Hush! I know it' was his reply. Shortly after a sentry challenged; Lieutenant Danford and the leading section rushed forward and killed him with their bayonets; his bleeding corpse was cast aside and we moved on with breathless caution. A second challenge 'Who comes there?'—another rush and the poor sentinel is transfixed, but his agonized groans alarmed a third who stood near the watch-fire; he challenged and immediately fired and fled." Not a moment was now to be lost. Harvey, whose plans had been perfectly organized before starting, instantly ordered his men to deploy into line. He and Col. Fitzgibbon took the road straight ahead; Major Plenderleth swept round to the left, and Major Ogilvie with a party of the 49th opened to the right. In the meantime the sentry at the church door had been approached in the shade of the trees and

killed, and the whole party—who were lying in all parts of the church with their heads peacefully pillowed on their coats and boots—were made prisoners. The excitement of the men, wrought by subdued silence, was now at its greatest intensity. With wild and terrific yells they burst with fixed bayonets into the flats upon the astonished Americans. The frenzied outburst of voices seemed to fairly shake the woods; and in the next short minute the whole flats and the opposite hill was a scene of crazy commotion and disorder. The five hundred in the lane flew madly to the hill, leaving their blankets, knapsacks, and some of their arms behind. The British halted at the deserted camp-fires of the enemy to load their guns, and replace their flints, which some of them had taken out for safety. While this was being done, Col. Fitzgibbon rushed up to the cannon, saw that the artillerymen were not yet by them, hurried back and ordered the captain of the first company to charge upon them. The company was at once on the double-quick march in the face of the guns; but hardly had they gone twenty feet before a man sprang to touch off one of the cannons. It hung fire; the captain yelled to his men to "break off from the centre or they would all be killed," but the words had no more than gone from his lips when the thundering explosion came; and, not his men, but the captain himself and two of his officers lay dead in the road. By this time the Americans had somewhat recovered from their first confusion, and while the British were still loading, the dark hill, for nearly a half mile in extent, was suddenly illumined with a crashing volley. It was a grand and awful sight; none but those who actually witnessed it can form a true conception of the ghastly sublimity of the spectacle. Following the dreadful flash and crash came a silence yet more impressive; broken though by the clinking of ramrods and the groans of the wounded and dying. Now an ominous, faint "click-click-click!" rattles along the gloomy hill, succeeded by another echoing roar of musketry, and a shock of artillery; and again the trees, the tents, and everything about lives as in momentary day; and again the whizzing bullets are followed by moans and dying words. But now the flashes come from the flats also, and from simultaneous volleys the firing runs into an incessant roar, the hill and valley are continuous sheets of living flame, and the sky is bright with the glare. The guard at the cabin door near the foot of the hill had fled with the rest, and now directly in the face of the fire the four men who had been confined therein ran excitedly towards the British. Strange to tell they reached the lines in perfect safety. Again the bayonets are fixed and the British dash forward; in rushing through the creek they get confused, but Plenderleth rallies them, and on towards the cannon they push; up the hill they spring and

"Flash'd all their sabres bare,
Flash'd as they turned in air,
Sabring the gunners there,
Charging an army, while
All the world wonder'd."

Three cannons and tumbrels, with thirty men and one of the generals, were taken in this fierce charge by Plenderleth. Ogilvie had charged up toward Gage's, and had captured the other general while coming out of the house. At about the same time the two American generals were lost to their men, Vincent was lost to the British, and was supposed to be killed or wounded. Under these circumstances Col. Burns became leader of the Americans, and Harvey assumed command of the British. The 49th were on the hill pressing onward when Burns's cavalry assailed them, cut through their ranks and drove them back down the hill. In changing so rapidly their positions at this time, the opposing sides became mixed, and more confusion prevailed. In this state of affairs nearly fifty of the 49th British regiment were taken prisoners, and a number of Americans were also taken by the British. The Americans now began to retire, which they did without pursuit. As it was getting daylight Harvey thought it prudent to retire too, as day would soon discover to the enemy the insufficiency of his force and probably incite them to renew a conflict which he was not able to keep up. As soon as day began to break Capt. Merritt was sent down to ascertain, if possible, what had become of the missing general. He arrived at the scene of the midnight carnage and was viewing over the ground not thinking of the enemy, when he was accosted by an American sentinel under Gage's house with "Who goes there?" At this unexpected challenge he was about to surrender, as both his pistols were in the holsters, when he bethought himself of a ruse, and turning to the sentinel and riding towards him inquired, "Who placed you there?" Supposing him to be one of their own officers the sentinel returned that he was put there by his captain who had just gone into the house with a party of men. The captain then asked him if he had found the British general yet, at the same time pulling out his pistol. At the sight of the weapon leveled at him the sentinel dropped his gun and gave himself up. Just then a man, without any gun, ran down the hill. Capt. Merritt called him and he obeyed the summons. Thus securing the two prisoners unobserved by the party of men in the house, he took them off to the Heights, but found no trace of Vincent. A large body of the enemy reappeared on the battle field between seven and eight o'clock, and proceeded to destroy the provisions, carriages, spare arms, blankets, etc., which they could not take, and then retreated, leaving their own dead to be buried by the British. As they passed from the scene of their discomfiture their bands struck up the then popular air, "In my Cottage near the Wood," and to this lively tune the disordered army left the hamlet of Stony Creek forever.

They did not halt till they reached the 40-mile Creek, where they camped over night. But Sir James Yeo having sailed from Kingston on the 3rd with his squadron, for the purpose of annoying the enemy at the head of the lake, appeared off

this creek at daylight of the 7th. Being becalmed it was impossible to get within range with the large vessels, but the schooners Beresford and Sidney Smith were tugged up and commenced fire. This, added to a panic caused by some Indians appearing on the brow of the mountain and firing into the camp, caused the Americans (now reinforced by Generals Lewis and Boyd) to break camp and retreat to Fort George, leaving behind 500 tents, 100 stand of arms, 140 barrels of flour, and about 70 wounded men who were duly taken care of. But the Americans met a severer loss in the destruction and capture of all the bateaux that were in co-operation with the land forces. Twelve of them were taken with all their contents by the Beresford, and the residue of five driven on shore, where their crews deserted them, and joined the flying army.

When Capt. Merritt returned to camp without the General, George Bradshaw and John Brant (a half-brother to the celebrated Joseph Brant), started again in search. They met him emerging from a side path, arrayed in a borrowed hat, and on a borrowed horse. He had lost himself, he said, in the woods while the battle was going on; and in the general excitement lost hat, sword and horse.

The following is the statement given in an American account (Lossing's), as the return of killed and wounded at Stony Creek: the British had 23 killed; 100 wounded and 55 missing. The Americans had 17 killed; 38 wounded and 99 missing.

Somewhat at variance with this is Vincent's official report which says: "The action terminated before daylight, when three guns and one brass howitzer, with three tumbrils, two Brigadier Generals, Chandler and Winder first and second in command, and upwards of a hundred officers and privates, remained in our hands. * * * It would be an act of injustice were I to omit assuring your Excellency, that gallantry and discipline were never more conspicuous than during our late short action; and I feel the greatest satisfaction in assuring you that every officer and individual seemed anxious to rival each other in his efforts to support the honor of His Majesty's arms, and to maintain the high character of British troops. * * General return of killed, wounded and missing: 1 lieutenant, 3 sergeants, 19 rank and file, killed; 2 majors, 5 captains, 2 lieutenants, 1 ensign, 1 adjutant, 1 fort-major, 9 sergeants, 2 drummers, and 113 rank and file, wounded; 3 sergeants, and 52 rank and file, missing." A veteran, John Lee, who assisted in burying the dead, and counted them himself, disagrees with both, and affirms that there were buried that day sixty-one men of both sides.

This loss in a half-hour's fight made a large gulf in 704 men. The severe loss on the British side is easily accounted for in the fact that they were exposed to the light of the camp-fires where they suffered fearfully before they were prepared to return the fire. From the position of the dead and wounded next morning it was known that they lost as much from those two first volleys as in all the rest of the fight. Most of the Americans found were wounded with bayonets. All the honor of this sharp and effectual repulse of an enemy outnumbering them four to one, is due to the decision, energy and judgment of Col. Harvey, as the leader of a brave, active, and faithful band of men.

Upon General Vincent, as commander of the British force, a great share of glory naturally falls; but a glory such as this, acquired by the genius of an inferior officer, rests upon undeserving shoulders. The historian will pause at coupling the name of Vincent with this victory when it is known that the shouts of the first onset of the British had scarcely died away before he took flight in the neighboring thicket to the north of the field and was heard of no more till the next day. He had fled through the darkness of the woods without horse or hat, in the very heat of the fight, when the roar of artillery

on the one side of the creek and the rattle of musketry on the other could give him the plainest guide to the position of both his men and the enemy; and yet, turning up the next day half famished, he would have his soldiers believe he had lost his way. Such, at least, was the story he told, and such was what many of his men were loyal enough to accept and charitable enough to repeat as the truth.

Many came the day after the battle to witness the scene of the engagement. Men, horses, guns, swords and baggage were strewn in every part of the ground. The old church was shattered and riddled with balls in every part and wore its marks of ill-usage down to the year 1820. The bodies of the dead were conveyed on an old wood-sleigh to their graves, the settlers of the neighborhood assisting in the mournful task. Part of them were buried where some of them had slept but the night before—on a projecting point of the hill east of the creek and a little distance north of the present road. The others—without distinction of country—slumber in the graveyard close to the spot whereon the old church stood. No stone is yet erected to perpetuate their memory or designate their sleeping-place; but, rebuking the neglect of the descendants, two apple trees stand patient sentinels over them, and as each 6th of June rolls round, shake the snowy laurels from their own heads to perfume and hallow their anniversary day! As their lives were arduous and warlike, so may their slumbers be light and peaceful—both friends and foes—and when they wake to the notes of the last, final bugle-call may they find the honored place in Paradise given to those who spend their life and blood in the noble cause of Country!

During the year following the close of the war (1816) the first school of Saltfleet was established, and a very unpretentious one it was. The school was situated near the eastern end of Burlington Beach, not far from Mr. George Lottridge's, and was a log cabin about 18 x 20 that had been erected by a family of settlers. The place was heated by a rude fire-place, and was accommodated with a few board seats, but devoid of everything in the shape of desks, maps, or school furniture. The school-master was paid in grain and any other equivalent acceptable; but did not adopt the traditional method of boarding around among his pupils' parents for part payment of his salary. His name was George Hughes, an Irishman of Antrim, and he was accounted the cleverest school teacher in this part of the country. Among his pupils were Judge O'Reilly, of Hamilton, Thomas, Robert, and William Lottridge, many of whose posterity are now living in Hamilton, Barton and Saltfleet, and Betsy Brant, a daughter of Joseph Brant (Thayendanege), and niece of the wife of W. J. Kerr, grandfather of the late W. J. Simcoe Kerr, head chief of the Six Nation Indians. This school was kept for a few years, but the house has long since been torn down.

The first assessment of Saltfleet was made in the year 1815, when there were 102 house holders in the township, and the total value of property assessed was £10,151. The highest assessed resident was Mr. Levi Lewis, whose property was rated at £735. The assessment shows that there were then 33 log houses, 20 one-storey frame houses, a two-storey log and a two-storey frame house, but not a stone or a brick house in the township. The assessment roll contained a column for "Merchant Shops," but this was a blank, the only buildings not used as residences being two water-power saw mills, the one owned by John Springstead on the Stony Creek, and the other by Levenus Van Duzen. The annals of the township from this period afford little matter worthy of record till about the year 1830, when a freshet similar to that of 1805 occurred which nearly swept away the village of Stony Creek.

From about the year 1840, the growth of the village, or

hamlet, of Stony Creek became marked. It was already the municipal center of the township, and became the seat of all the mercantile business transacted within the township. In 1847 Squire John Williamson, father of Mr. J. H. Williamson, of Stony Creek, erected a grain store-house at the lake, immediately below the village, and thus gave the first start to the grain trade of the county. In 1850 Mr. R. R. Waddell, an enterprising young merchant, now of Hamilton, built another large grain warehouse, and for three years subsequent Stony Creek absorbed nearly all the grain trade of the Gore District. Hamilton had no store-houses, and the little village, in consequence of the monopoly of the trade, leaped ahead until it grew ambitious to become the head of navigation on Lake Ontario and thus supplant Hamilton. A short distance east of the two store-houses a lagoon stretched inland nearly half a mile to the line of the then proposed Great Western Railway. It was intended to dredge out this lagoon, make a harbor of it, and build a large depot at its head in order to make it a shipping port of importance. A village to be called Hopkinsburg was planned by Ephraim Hopkins, father of Mr. Silas Hopkins and the late Wesley Hopkins, and surveyed by Andrew Miller, on that part of Mr. Hopkins' farm between the Stony Creek road and the "Pond" or lagoon. In one full no less than 100,000 bushels of grain were exported from the two store-houses; and the Great Western Railway Company having offered \$14,000 for a piece of land where the station was proposed, it seemed likely that the harbor would be opened.

In the meantime the first organization of the municipal council of the township took place—where it has ever since been held—at Stony Creek, on the 21st of January, 1850, when the late John Williamson was elected Reeve, and Messrs. John Gage, William Freeman, Benjamin Soules and Alex. Carpenter, Councillors; with David Williamson, son of the then Reeve, Clerk and Samuel Green, Treasurer.

In the year 1853 Mr. John Williamson removed his store-house to Hamilton, and his rival did the same thing in the same year. A grain market was thus established in Hamilton. No grain warehouses were kept up at Stony Creek, and the village bereft of its sustaining trade soon began to go backward, and in the following ten years half its places of business were vacant and decaying houses. It still continues, however, to be the principal village of the township.

When the Great Western Railway was opened, a station was erected in Saltfleet, about 12 miles east of Hamilton, called Ontario. A wharf had been built by Mr. John W. Wilson at the lake, and the first locomotive run on the line (the "Middlesex") was landed here. Quite a local grain trade was carried on at this point. When the act of Confederation was passed, and the Province of Upper Canada changed its name to Ontario, the number of imperfectly directed letters which found their way to this office became a nuisance which drew the attention of the Post Office Department. It was found advisable to change the name of the post office and station, which was called Winona, after Winonah, an Indian maid, the daughter of Tecumseh.

The recent history of the township is to be traced, not so much in municipal events, as in the rapid development in population and opulence, and here Saltfleet is surpassed by no other township of the county. Of late years the farming community have turned their attention to fruit growing instead of grain and stock raising as formerly. The land of that part of the township under the mountain is especially adapted to fruit, and large vineyards and orchards have been planted out on nearly every farm, until the district has made heavy annual exports and acquired more than a local name as a fruit growing region.

HISTORY OF THE CITY OF HAMILTON.

THE site of Hamilton was originally covered with a dense growth of tall, rank, Indian grass, with a coarse serrated edge, which, when drawn the reverse way across the hand, cut like a sharp saw. The country between the mountain and the bay was cut here and there with deep ravines and dotted with patches of swamp or swale—a favorite haunt of quails, rattlesnakes and frogs. The monotony of the Indian grass was relieved here and there by a tall water elm, and close, low, and almost impenetrable patches of shrubbery which formed a safe shelter for the wolves. On the spot now occupied by the market square was a particularly dense growth of this shrubbery, which was the rendezvous of the wolves for miles around. When the first settlers came into this part of Canada, a deer trail extended over the brow of the mountain, past where the reservoir is now situated, down to the bay. The Indians and hunters were in the habit of placing salt licks along this trail and then hiding securely in the branches of a neighboring tree, they picked off their prey as they took the bait. A well beaten Indian trail extended from the Indian villages, near Lake Medad and the Grand River, through the valley of Dundas, down to the bay, near the foot of what is now Emerald street, where the Indians had a burial mound, evidently used for the interment of their chiefs. This mound was fifteen feet high and fifty feet in diameter. The sides were quite steep, and there was a dip or slight hollow in the mound on top. The mound was covered all over about two feet deep with cinders and ashes, the remains of funeral piles which the Indians had built in honor of the dead and for the purpose of destroying the scent of the dead body, and so prevent the wolves from desecrating the tomb. The remains of this mound can still be seen near the foot of Emerald street, though almost levelled by nearly a century of cultivation. The early settlers experienced considerable difficulty in plowing on account of innumerable cairns of sling stones piled here and there over the field. These stones were about the size of a goose egg, and there were on an average twelve of them in each heap. The early settlers also turned up with the plow great quantities of arrow and spear heads, detached skulls and bones, pieces of pottery, wampum, stone hatchets, &c. These are probable evidence of an Indian battle having been fought here at some remote period, and the probability is strengthened by a tradition among the Indians that there was a peaceful and harmless tribe situated at the head of the lakes—the Attawandaronks—who were attacked and massacred by a more powerful tribe from the west.

EARLY SETTLEMENT.

The first white man who settled on the site of Hamilton with the intention of making for himself a permanent home in its wilderness was Mr. Robert Land, who, in the early part of 1778, settled on three hundred acres of land, stretching from the bay to the foot of the mountain, at the east end of the city. Mr. Land was born on the banks of the Delaware, and, on the Revolutionary war breaking out, he took sides with the British. One night, while carrying despatches for his General, he was fired upon by the enemy and was struck on the back by a spent ball, the blow knocking him down. On falling he cut his hand on a sharp stone, and the wound bled profusely. He was too much hurt to get on his feet, but he succeeded in creeping on his hands and knees into the underbrush, where he hid till morning. On the same night the Indians burnt down his cabin. His wife and family driven forth homeless, traced his footsteps to where he had been fired upon and where he had bled on the stones. Believing him to be dead, they followed the retreating British army into New Brunswick. Mr. Land, not being aware of this, and believing them to have been murdered by the Indians, fled broken hearted into Canada and first settled on two hundred acres of land near Niagara falls. Not liking the noise of the cataract, and learning that there was plenty of game at the head of the lakes, he removed to the site of Hamilton and took up land as already mentioned. Seven years afterwards his family, disliking New Brunswick, left there, and, singularly enough, also settled in the neighborhood of Niagara Falls, where, hearing that a man named Land resided at the head of the lakes, they walked all the way to Hamilton on foot, carrying their personal effects with them, and rejoined the long lost husband and father. It was by Mr. Land that the first grain was cast on the soil of Hamilton as seed. It consisted of a bushel of wheat which he sowed on an acre of ground, breaking up the land with hoes and dragging in the grain with brush loaded with stones. The house in which the family lived was a little log hut with a mud floor and plastered with clay. It had a birch bark roof which was "shanty" shaped; and the logs which composed the walls were neither hewed or finished, but were cut irregular lengths and were merely "saddled" on to one another, to use a back-woods phrase.

For the first winter the chinks in the wall were stopped with moss or "fog." This fog was much used by the early settlers. It is a soft, dense moss found in swamps, and may be seen floating in stagnant pools in summer. The farmers' boys call it "frog spittle." When a house was first put up, the logs were green and shrank and settled considerably the first year, therefore the first winter the chinks were not plastered but filled with this moss, which temporarily answered the purpose quite as well—indeed the settlers would have used nothing else but that in summer, but the dry moss harbored all manner of troublesome insects and small reptiles. A huge fire-place extended across one end of the house. Dried venison of all kinds hung from the ceiling at all seasons of the year, and the trusty rifle, carefully wrapt in three moccasin legs sewed together, suspended from the rafters immediately above the fire-place. There was but one window—a stretched wolf-skin, minus the hair, being used as a substitute for glass. The women and children of the people who afterwards settled here came to this house for shelter during the night of the battle of Stony Creek. After Land and his family settled on Burlington Bay, others followed in his footsteps; but immigration was very slow, more especially to the present site of Hamilton. The settlers preferred the higher land in Ancaster and Barton. There were serious drawbacks to the cultivation of the valley. The Indian grass already mentioned is very hard to exterminate. The roots are numerous, long and fibrous, making the sod very tough and almost impenetrable to a plow-share. Rattlesnakes haunted the long grass; and the valley, during the summer months, was alive with mosquitoes. It was her geographical position that built up Hamilton and not the inviting character of her soil for agricultural purposes. The immigrants for a long time shunned the swampy margin of Burlington Bay, some going east of Hamilton, where they built up Stony Creek long before Hamilton had a name. Others settled on the rolling land of Ancaster, and Ancaster village, in 1825, was nearly as large as it is now. Still the site of Hamilton appears to have been a kind of centre for these places. A lodge of Freemasons organized in 1795, held their meetings at Smith's tavern—the members attending from Ancaster, Barton and Saltfleet. Soon after 1796 the settlers began to increase, and in the war of 1812 a company of troops were raised in the neighborhood of Hamilton and sent to the front. Smith's tavern already mentioned was the first tavern built on the site of Hamilton. It stood on the present site of Charlton's vinegar works. The stone chimney of the building was pulled down a few years ago by Mr. Charlton, who found the principal support of the back part of the chimney to be two old Indian chief rifle barrels, which are now in his possession. Up to 1812 a number of families had settled close to Mr. Land, but the particular dates of their arrival cannot be ascertained with any degree of certainty. The following, however, are the names of those who owned and occupied land on the site of Hamilton in 1812:—

Abel Land lived on two hundred acres of land north of Barton and east of Wentworth streets. John Aikman occupied the next farm, and his log house stood near the corner of Burlington and King streets. Ephraim Land owned four hundred acres east of Wellington and south of Main streets. Robert Land's farm was north of King and east of Wellington streets, and his house stood on the south-east corner of William and Barton streets. Peter Ferguson, after whom Ferguson Avenue was called, owned two hundred acres of land east of Mary and north of King streets. His house stood on the street near the corner of Robert street and Ferguson Avenue. Nathaniel Hughson, after whom Hughson street was named, owned two hundred acres east of Mary, west of Wellington, and north of King streets. Captain Durand occupied the only farm south of Main street. His house stood on the middle of John street. A man named Barnum kept tavern on the north-west corner of James and King, where Hamilton's drug store now stands. He also owned a farm extending from James to Merrick. Daniel (?) Kirkendall owned a farm of two hundred acres north of King and west of Bay. His house stood above the hollow near the Great Western Railway shops.

When the Americans invaded Canada under Chandler, it was expected by the British that the great battle of the campaign would be fought on the shores of Burlington Bay. The farms in the east end of Hamilton were covered by a fine crop of fall wheat which was just "heading out," but every fence in the neighborhood was levelled to give free play to the artillery and cavalry in the expected engagement. But the British met the foe at Stony Creek, and the fair wheat fields of Hamilton were not trampled by charging men and horses. William Sheldon kept the first store in Hamilton. This was in 1814. This was a frame building and stood at the corner of King and John streets. "Black" Carpenter and Knight

and Shute were the first cabinet makers in Hamilton. Knight and Shute's factory stood near where White's block now stands, on King street. John Aikman was the first wagon maker, and Edward Jackson was the first tinsmith. Their shops stood on the south side of the Gore, on King Street. The first foundry was owned by McQuesten and Fisher. It stood near the south-west corner of the Gore and was a stone building. The first district school was kept by John Law, on King street. The first blacksmith shop was owned by Thomas Reynolds, and it stood at the south-east corner of King and Ferguson Avenue. Andrew Miller—locally known as "Yankee Miller"—bought out Barnum after the war and kept tavern for several years until he was burnt out. In those times the nearest sawmill was at Big Creek, in Barton.

THE SURVEY OF THE TOWN.

In 1813 the site of Hamilton was laid out for the first time in town lots by George Hamilton, who was at that time, and was for several years afterwards, a member of parliament for the District of Gore. Mr. Hamilton was a man of energy and public spirit, and did everything in his power to attract settlers to the place he had selected for a town, and under the stimulus of his progressive spirit the place began to grow, though not with any great rapidity, for in 1830 we find that it was still a very small village. When George Hamilton laid out the land in town lots, it was determined to give the place a name. Some of the inhabitants wished to have it named Burlington, but the majority determined to have it called Hamilton, after the man who appeared to take the greatest interest in it, and it was decided according to their wishes.

There are no records of the progress of the village of Hamilton from the time of its laying out up to 1823, except the memory of the "oldest inhabitant," and that, now, is very vague and uncertain. The first grand decided impulse which the progress of Hamilton received was the passing of an Act through the Canadian Parliament, on the 19th March, 1823, to authorize the construction of a canal, navigable for vessels, between Burlington Bay and Lake Ontario. The construction of the canal necessarily required the employment of a large number of men and horses, who made their head quarters at Hamilton. In anticipation of the increase of trade, a large number of houses were erected in the village. Vessels were constructed; warehouses and wharves were built for the accommodation of the expected lake trade; and sluggishness gave place to activity. This canal connects Lake Ontario with Burlington Bay—as safe a harbor as any on the lake, and sufficiently commodious for the shipping of any of our inland ports. The canal is three quarters of a mile long, is without lockage, and therefore no obstruction to navigation. Though commenced in 1823, it was not finished to its present dimensions until 1832, and Hamilton then became the head of navigation on Lake Ontario.

Another work which contributed, though but temporarily, to the growth of the town was the construction of the Desjardin's Canal, running from the head of Burlington Bay to Dundas. This enterprise was chartered 30th June, 1826. The building of this canal had much the same effect on the prosperity of Hamilton as the construction of Burlington Bay Canal had. The construction of these extensive works necessarily brought a large number of tradesmen and mechanics into the country, and both Dundas and Hamilton owe their present wealth and position to the men who projected the Burlington Bay and Desjardin's Canals.

The construction of the above canals absorbed the attention of the village of Hamilton for several years, the Burlington Canal not being thoroughly completed until the summer of 1832. Although business must have been lively on account of these works, still it appears that emigrants landing at Hamilton, in 1830, could not purchase flour nor even bread at any of the stores in the village, but were obliged to apply to the farmers in the neighborhood.

There were no immigrant sheds, but the farmers and villagers in some instances gave the immigrants the use of their sheds and outhouses. King street in those days did not exist, but Main street was the principal thoroughfare. Peter Horning was pathmaster then of the village, and his premises fronted on Main street. Being bothered by immigrants calling at his door, soliciting relief and shelter, he had the road now known as King street opened as the principal street in the village, so that strangers would not so easily find him out. Some idea of how business was conducted in those days may be gleaned from the following advertisement which appeared in the *Western Mercury*:—

"ANCASTER FLOUR MILLS AND DISTILLERY."

"The subscribers wishes to inform the public that they have rented the

Flour Mills and Distillery formerly occupied by Job Loder, Esq., and are now ready to supply such orders as they may be favored with, and will give in exchange two gallons of whiskey for 60 lbs. of rye or Indian corn. They will also give for five bushels and 20 lbs. of merchantable wheat, one barrel of superfine flour, 50 lbs. of bran and 10 lbs. shorts; or one barrel fine flour, 50 lbs. bran and 10 lbs. shorts for 5 bushels of wheat. The owner of the wheat to find casks and nails."

"PARKER & WESLAPE."

That the Gore of King street was then as it is now—a favorite resort for promenaders—appears from the following advertisement which appeared in the *Western Mercury*, then published in Hamilton by James Johnson:—

"PLUMER BURLBY, formerly of the Ancaster Hotel, has rented the new tavern stand in Hamilton (south east corner James and King, called the Hamilton promenade), directly opposite McNab's office, and expects to commence business three weeks from the present date."

"Hamilton, July 4, 1832."

It was in 1832 that W. L. Mackenzie made himself generally heard over the country. On March 19th of that year a meeting was called by Sheriff Jarvis, upon petitions of Robert Land and others, for the purpose of considering an address to His Excellency Governor Colbourne on the subject of the petitions of grievances sent by W. L. Mackenzie and others to His Majesty King William the Fourth. The following account of the meeting is from the *Mercury* of that date:—

"At the hour appointed a numerous meeting of free holders took place, and amongst the rest appeared the Apostle of Discord (Mackenzie) with a small but well disciplined band at his back, many of whose faces were unknown to the oldest inhabitants of the District, and in his front a standard bearer with a blue and white striped flag which was attempted to be introduced into the court house, but with its bearer was unceremoniously ejected as soon as it reached the threshold, and the patriot band were obliged to disperse for a time with this remarkable emblem of their devoted attachment to William the Fourth and the British Constitution!!!

"While the Sheriff was reading the requisition and the notice, the satellites of Mackenzie created such an uproar by stamping and yelling that scarcely a sentence of these documents could be heard, and when Mr. McNab attempted to submit an address to the meeting, this selected gang of disturbers redoubled their clamour, and for three quarters of an hour would not permit a word to be heard. "Knock him down!" reiterated the incendiaries. "Not one of you dare do it!" replied the soldier who fought for the British Constitution and defended the land of his nativity when it was invaded by a foreign foe, and he spoke no more than the truth. During this period Mackenzie tried frequently to usurp the Sheriff's place, and with his usual insolence told him he had no business there, but was as often ejected from it by force. At the same time his faction endeavored to put one of their own party in the chair, but a motion being made and carried that Mr. Mackenzie be requested to retire, he and his party withdrew amid the groans and hisses of the FREEHOLDERS OF GORE. This, perhaps, they would not have done had they not observed symptoms of the impending chastisement which their foul, base, and dishonorable conduct had provoked.

"Remember this, ye Freeholders of Gore, that though the Apostle of Discord and his disciples held ten different meetings in Gore District undisturbed by you, they would not permit you to hold even one without resorting to base and unfair means to prevent it, which you witnessed on this day. Remember that for the purpose of assembling a gang to interrupt your proceedings, they had a number of post riders out for several days distributing inflammatory hand-bills as false as the men who presented them, and remember that you saw the utmost muster they could make. Remember, also, that a number of those men did not belong to Gore District; and, above all, bear in mind the flag they exhibited as a token of their love for your country and for your Sailor King.

"As soon as Mackenzie's corps retired from the court house, W. M. Jarvis, Esq., Sheriff, was voted into the chair, and John Law, Esq., was appointed Secretary, when the following resolutions and addresses were submitted to the meeting and carried unanimously amid deafening cheers of approbation."

The resolutions condemned Mackenzie's "inflammatory and revolutionary principles and libellous publications," and endorsed the conduct of their own representatives, namely, John Wilson and Allen N. McNab. The address was expressive of loyalty and attachment "to the King's Most Excellent Majesty." This account says that the address was signed by about four hundred freeholders.

On the 12th February, 1833, an Act was passed "on account of the great increase in the population of the town" to define the limits of the town of Hamilton and to establish a market and police therein. The limits were defined thus: Commencing at the north-east corner of broken lot No. 13, in the first concession of the Township of Barton, at the western edge of Burlington Bay; thence along the shore of the said bay to the north-west corner of lot No. 16; thence southerly along the allowance for road between lots No. 16 and 17 to the allowance for road in the rear of the third concession; thence easterly along the said allowance to the allowance for road between lots No. 13 and 12; thence along the said allowance to Burlington Bay to the place of beginning, including the whole allowance for roads and that part of the harbour lying in front of said town. And it was further enacted, that for the purpose of electing members of the said Corporation, "the said town shall be divided into four wards in the following manner, that is to say: The street heretofore called the Mountain street or Ancaster road, and which shall be hereafter called John's street, and the street leading from the eastern part of the

district, in the direction towards Dundas, hereafter to be called King street; and all that part of the town lying west of John's street and south of King street shall comprise the first ward; and all that part of the town lying north of King street and west of John street shall comprise the second ward; and that part east of John's street and north of King street shall comprise the third ward; and all that part of the town lying opposite to it to comprise the fourth ward." Each ward was to elect a member of the Corporation, he being a householder therein to the assessed value of £60. The election of members to be held on the first Monday in the following month of March, the members holding their seats until the first Monday of the following year. It was further enacted that a town lot should be rated on the assessment rolls at £25, and that every lot or portion of a lot on which a house was built should be deemed and taken for a town lot. It was further enacted that the Corporation should appoint a surveyor of streets for the said town, a Clerk, an Assessor or Assessors, a Bailiff or Bailiffs, a Collector or Collectors, a Treasurer, and as many other officers as they might require. New streets were not to be less than 66 feet wide. The corporation was also authorized to fix the situation of the market and to borrow the sum of a £1,000 for the purpose of building a market house and for purchasing one or more fire engines as might be deemed necessary. Although the Town of Hamilton was incorporated in 1833, a considerable portion of the business part of the town was destroyed by fire the year before, while the cholera swept off a great many of the inhabitants. On June 20th, 1832, Robert Berrie, Clerk of the Peace, called a public meeting at the Court House, in view of the cholera having reached Quebec and Montreal. The meeting was held and measures resolved upon to prevent uncleanness throughout the town and for the removal of all filth from the streets.

The plague reached Prescott, Cornwall, Kingston and Brantford, on June the 28th, and on July 12th it broke out in Hamilton. Cholera having taken place in the jail, and the Medical Board having declared it their opinion that unless the prisoners were immediately released the whole of them would, in all probability, fall victims to the disease, Messrs. Hamilton, A. McNab (afterwards Sir Allan) and A. Steven became responsible to the Magistrates, who accordingly authorized the high Sheriff, W. M. Jarvis, to release all the criminals from custody, except one under sentence of death. The debtors were bailed out by Mr. McNab and discharged previous to this transaction. The jailor and his wife both died of cholera.

The year 1832 was an unfortunate one for Hamilton. On November 16th of that year a destructive fire broke out in the town, the extent of which will be gathered from the following account from the *Canadian Wesleyan*, then published in the town:

"With feelings of the most painful nature we proceed to describe the ravages of an accidental fire which took place in the new tavern built by Mr. McNab, by which the finest part of this town was reduced to ashes in an incredibly short space of time. The fire commenced between eleven and twelve o'clock a. m. on Friday, the 16th inst., and in about three quarters of an hour communicated to five other buildings, exclusive of the one in which it originated, including the stores of Messrs. Ferguson & Co. and Mr. McNab; the Post Office, Desjardin's Canal office, Western *Mercury* office, the dwelling house and shop of Mr. Scobie, Mr. A. Miller's tavern and out-buildings, all of which were consumed in less than three hours from the first appearance of the fire."

The Western *Mercury* office reopened at the office formerly occupied by the Clerk of the Peace, next door to M. Law's, near the Court House. The post office above referred to had been removed, October 3rd, to a room above the Western *Mercury* office, so that they both came to grief together. Think of this! A room above the *Mercury* office, entered by a stairway, employing only one man. New the post office is one of the principal buildings in the city, employing between twelve and twenty men. At the beginning of the new year the following advertisement appeared in the *Western Mercury*:

"THE GORE DISTRICT SCHOOL will be opened after the present vacation on Monday night, the 14th inst., in the new building on Mountain (now John) street, fronting the Court House Square.

TERMS OF TUITION FOR DAY SCHOLARS.—In the Classics, £1; in the Common Branches, 16s. For boarders, who must supply their own beds and bedding, 12s. 6d. per week, or £32 per annum.

An evening school will be opened by Mr. Randall from 7 to 9, so soon as twelve applications are received. Terms, £1 per quarter, payable in advance.

(Signed,) STEPHEN RANDALL,
Teacher G. D. School.

Hamilton, January 16, 1833."

The fire does not appear to have depressed trade very much, for an advertisement appeared in the *Western Mercury*, Jan. 3, 1833, as follows:—

"TRAVELLERS."

"Andrew Miller's extensive STEAM BOAT HOTEL AND BARN, that were burnt on the 16th November last, at a loss of \$6,000, are now partly restored. He has erected a new barn, 60 feet by 40, and a shed 45 feet long, and an addition of 30 feet to his small white house next door to his old stand.

He can now render travellers as comfortable as before. He intends, by tenfold more industry, perseverance and economy, to give better satisfaction (if possible) to his customers, and hopes by the indulgence of a generous public to be able shortly to replace his house in a new and more beautiful edition, corrected and amended by the author.

(Signed,) ANDREW MILLER."

On the 27th July, 1833, the Board of Police contracted with Henry Saunders for five wells to be constructed in the town,

each well to contain eighty cubic feet of water for fire purposes. These wells existed until the construction of the water works, indeed some of them were not completely filled up until the summer of 1874. The last pump existed near where the drinking fountain on the Gore now stands. On the 1st July, 1834, the Board of Police appointed Messrs. Stinson and Law as commissioners to procure a loan of £1,000 to build a market house and procure a fire engine; but the crowning event towards the building of Hamilton into a city was the construction of the G. W. R. As soon as the bill chartering it was passed, the Board of Police ordered a general illumination, and a grand jubilee followed which was kept up for some time. Before the construction of this road all the produce from the back country, such as flour, meat, grain, cattle, lumber and staves, were shipped at the head of the Desjardin's Canal, at Dundas, and passed through the bay, out of Burlington Canal, without benefiting Hamilton in the least. But the building of the Great Western carried all the trade past Dundas into Hamilton, especially at the construction of the branch road to Galt and Guelph. This branch road did the business, as before this all the trade of Waterloo and Wellington passed down the Dundas and Waterloo and Dundas and Guelph roads to Dundas, in fact these roads were built for the express purpose of connecting the back country with the Desjardin's Canal. Considerable influence was brought to bear on the G. W. R. Company by the people of Dundas to induce them to run their road straight down through the Township of Ancaster, so that the road would not connect with the Dundas and Waterloo and Guelph roads, and so not take away from Dundas the trade of the back countries. This the Company refused to do, and the people of Dundas contend to this day that Hamilton induced the G. W. R. Company to run their road through the heights for the express purpose of taking all the trade away from the Town of Dundas. Be this as it may, the construction of the road materially checked the growth of Dundas and built up Hamilton into a city. The rebellion broke out shortly afterwards, but there is nothing connected with it which particularly concerns Hamilton, no battles being fought in the neighborhood.

One result of the construction of the G. W. R. was the passing of an Act in 1839, giving the corporation authority to establish a second market not to exceed three acres in extent. It further authorized them to borrow £1,000 on the security of the town, and to establish rules and by-laws for the regulation of markets. One of these by-laws provided that no butter, meat, poultry, nor fish, should be exposed for sale except in the public market, John street, with the exception of Tuesdays and Saturdays; when farmers were allowed to carry their wares about the town for sale. The market fees were sevenpence halfpenny. It was in 1840 that a joint stock company was formed for the purpose of erecting an hotel in the Town of Hamilton. The Act of incorporation limited the shares to two thousand pounds at £12 11s. each. The Company was allowed to borrow £10,000 to complete the work. A few years afterwards an Act was passed to enable the "Hamilton Hotel Company" to increase their Capital Stock by £6,000. The Act also gave them power to borrow £10,000 on the security of their property.

The following table relates to this date in the History:

YEAR.	POPULATION.	AMOUNT OF PROPERTY ASSESSED.
1836	2846	Actual Value.....£ 44,020
1837	3567	do 45,622
1838	3358	do 52,130
1840	3342	do 60,160
1841	3446	do 64,812
1842	4260	
1843	4860	
1845	6178	do 110,038
1846	6832	do 113,720
1848		Annual Value..... 60,737
1849	10170	do 60,317
1850	10248	do 61,859

The term "Actual Value" is not strictly correct; it is the value put on the property by law, and is in most cases considerably below the true value.

On the 9th June, 1846, an Act was passed to alter and amend the Act incorporating the Town of Hamilton and to erect the same into a city. The limits of the City of Hamilton were defined as follows: Commencing at the north-east corner of lot No. 12, in the Township of Barton, on the waters of Burlington Bay; thence following the line between the said lots, No. 12 and No. 11, in a southerly direction to the rear of the said Township of Barton; thence along the said concession westerly to the intersection of the line between lots No. 20 and 21 of the said township; thence in a northerly direction, following the said line between the said lots Nos. 20 and 21 until it reaches the marsh at the head of Burlington Bay; thence along the southerly and easterly margin of the said marsh to the waters of Burlington Bay to the place of beginning, including the several road allowances along the said boundary and the harbor in front of the said town. The city was divided into five wards as follows: That the continuation of the street now known in the said town as King street to the easterly and westerly limits of the said city shall, together with the said King street, be called King street, and all that part of the city lying south of King street and west of John street shall comprise the first ward and shall be called St. George's Ward; all that part lying south of King street and east of John street shall comprise the second ward and shall be called St. Patrick's Ward; all that part lying north of King

street and east of John street shall comprise the third ward and shall be called St. Lawrence Ward; and all that part lying north of King and between John and Macnab streets shall comprise the fourth ward and shall be called St. Andrew's Ward; and all that part of the said city lying north of King and west of Macnab streets shall comprise the fifth ward and shall be called St. Mary's Ward of the said city.

The bay in front of the city was vested in the city council, but they were not allowed to construct buildings thereon without the authority of the governor in council. A mayor and councillors were to be chosen, two councillors to be chosen for each ward, the mayor to be chosen from amongst their number. It was enacted that the council should publish annually in the last week of December, in not less than two nor more than three newspapers of the said city, a detailed account of the finances of the city, and also a detailed account of the receipt and expenditure of all sums of money that may have been paid into and from the city Treasury during the past year. A city Treasurer was to be appointed, his duties being defined. The council were to appoint Assessors and to appoint a time for the payment of taxes. The council were also to appoint the following city officers: One city Surveyor, one city Bailiff, one city Inspector, one Harbour Master, one or more Inspectors of Lumber, beef, pork, flour, pot and pearl ashes, one Chimney Viewer, one or more Pound Keepers, and one or more Clerks of the Markets; one Chief Constable of Police and as many sub-constables or other constables as may be necessary, with such salaries, wages, and allowances as the council might think proper—the officers to hold their situations during pleasure, and which city Bailiff, Chief Constable, and other constables may be sworn in by the Mayor or any other Justice of the Peace of the Gore, and shall, by virtue of their office, be constables of the Gore District. They were also obliged to "erect, preserve, and regulate the public cisterns, reservoirs or other conveniences for the supply of good and wholesome water, or for the extinguishment of fires, and to make reasonable charge for the use thereof, and to prevent the waste or fouling of the public water." They were also to "establish and regulate a Police for the said city; to establish and regulate one or more Almshouses and Houses of Refuge for the relief of the poor and destitute; to erect and establish and also to provide for the proper keeping of any Workhouse, Gaol, Bridewell, or House of Correction."

The Rules of the Town of Hamilton were to remain in force until they were repealed by the city council. The city henceforward grew daily in size, wealth and importance. On the 24th July, 1850, an Act was passed to empower the Corporation to subscribe for stock in the G. W. R. to aid in completing that work, and the Head of any Municipality holding shares in stock to the amount of £25,000 to be an ex-officio Director of the Company. On the same day an Act was passed to incorporate the Hamilton Gas Light Company, the capital to be £12,500 in shares of £10 each, but with power to increase it to another sum not exceeding £12,500. The City of Hamilton might, in fifteen years, assume control of the whole property on paying back the sums expended.

On the 10th November, 1852, an Act was passed to incorporate the Hamilton Orphan Asylum. On the same day an Act was passed to vest in the Corporation of the City of Hamilton the "Gore" of King street for public purposes.

About this time the city had plunged into a heavy debt on account of the costly Water Works and the ill-tated Hamilton and Port Dover Railway. On the 22nd April, 1853, an Act was passed to authorize the City of Hamilton to negotiate a loan of £50,000 to consolidate the city debt. They were also authorized to borrow a further sum of £50,000 to pay for 2,000 shares in the G. W. R. For the next four years the city grew with a rapidity that was astonishing. There was hardly a house in the city to rent or buy for love and money, until the great crisis of 1857, when everything was changed. In 1856 there was a total population of 21,855; in 1867 there was a total population of 21,485. These figures speak more eloquently than words.

Again, on the 10th June, 1857, an Act was passed to authorize the City of Hamilton to negotiate a further loan of £50,000. There had for some time existed in the city an Industrial School, which was finally incorporated. The annual income from their property was not to exceed \$2,000, to be directed by ladies only. On the 19th of June, 1856, the city was authorized to borrow £300,000 to complete the Water Works. On the 18th May, 1861, an Act was passed to consolidate the debt of the city by allowing the Corporation to issue debentures to the amount of \$2,327,000 to redeem the debentures already issued.

On the 9th June, 1862, an Act was passed to incorporate the Hamilton Company. The capital stock not to exceed \$100,000. And on the same day the St. George's Benevolent Society was incorporated.

On the 30th June, 1864, the Hamilton Board of Trade was incorporated, and the property was limited to \$5,000. The Act provided that the Hon. Isaac Buchanan should be President; John Ferrie, Vice-President; William Powis, Secretary; and Adam Brown and ten others were appointed members of the council. In a petition to Parliament the people of Hamilton declared that in 1863 they were indebted in the following amounts: In debentures for £104,600 sterling and \$91,470 currency for and in the construction of the Great Western, Galt and Guelph, Preston and Berlin, and Hamilton and Port Dover Railways, which proved unremunerative; and debentures for £107,550 sterling and £46,789 currency for the construction of Water Works, and in other sums for other local improvements, from none of which no adequate return was at that time received; and they were also indebted on the 31st March, 1864, for arrears of interest, and the finances of the Corporation have consequently become embarrassed, and several of the creditors have obtained judgment against the corporation, and much litigation is now pending. But if time were given they could pay it off. They were therefore allowed by Act of Parliament to issue debentures to the extent of £600,000 to redeem the outstanding debt, to be payable in 1874.

This was a dark and gloomy period in the history of Hamilton.

Whole blocks of houses were left unoccupied, and for several years not a single house was put up within the city limits. Every branch of trade was paralyzed. After the American war, however, trade revived and the city recovered her wonted vigor, although the scars that that terrible crisis left upon her features are not quite obliterated yet.

As it is, Hamilton has every chance of becoming the great centre of trade for western Ontario. It is surrounded by a fertile and thickly populated country, and is the centre of two wealthy railways—the Great Western and the Hamilton and Lake Erie roads—which connect the city with all parts of the Dominion and the United States, while a third railway is in contemplation which will have its head quarters in the city—the Hamilton and North-Western Railway. On the 14th June, 1872, the Bank of Hamilton, a local institution, was incorporated with a capital of £1,000,000. Hamilton is the seat of the Sees of the Anglican Bishop of Niagara and of the Roman Catholic Bishop of Hamilton. Hamilton sends two members to the House of Commons and one to the Provincial Legislature. There are two daily newspapers and three weeklies published in the city, viz: the daily and weekly *Times*, the *Christian Advocate*, and the daily and weekly *Spectator*. There are twenty-nine churches in the city, viz: four Episcopal, ten Methodist, two Presbyterian, three Baptist, three Roman Catholics, and seven Congregational and other churches. There is a Hamilton Collegiate Institute, a Wesleyan Female College, a Children's School, and six Roman Catholic Separate Schools. There are ten public halls, viz: The Mechanics' Hall, Town Hall, Masonic Hall, Independent Order of Oddfellows' Hall, Canadian Order of Oddfellows' Hall, St. George's Society Hall, St. Patrick's Benevolent Society Hall, the Orange Hall and Temperance Hall. The city is beautifully laid out, and is built on a plateau of slightly elevated ground, winding around the foot of a hilly range, which extends from Niagara Falls and which here receives the name of "the mountain." The streets are wide, and for the most part cross each other at right angles, those extending back to the bay having a direction nearly north and south. King street, the principle thoroughfare, runs east and west throughout the entire breadth of the town. Near the centre of the street is a large open space, called the "Gore," which is fenced in as a public garden and contains a magnificent fountain. A little north down James street is the Market Square. Court House Square, an area containing the County Buildings, lies between King street and the mountain.

Some idea of the growth of the city can be gathered from the following table:

YEAR.	POPULATION.	TOTAL TAXES.	TOTAL VALUE ASSESSED PROPERTY.
1867	21485		
1868	22385		
1869	22947		
1870	24630		
1871	25947		
1873	30201		
1874	31957	\$26,746.	\$13,850,042.

Statement of the Assets, Liabilities, and Expenditures of the Municipalities within the County of Wentworth for the Year 1874.

Name of Municipality.	No. of Acres Asses'd	No. of Rate Payers Assessed.	ASSETS.					LIABILITIES.			REVENUE.					EXPENDITURE.					Aggregate Number of Persons in the Families of those Persons rated as Residents.	Number of Cattle.	Number of Sheep.	Number of Hogs.	Number of Horses.	Number of Dogs and Bitches.		
			Assessed Value of Real Estate.	Assessed Value of Personal Property.	Amount of Taxable Income.	Total Amount of Arrears of Taxes.	Other Assets.	Corporation Debentures.	Amount due the Municipal Fund.	Amount of Interest Over Due.	Other Liabilities.	Rate in the \$ imposed for all purposes, including the County Rates, but not the School Rates.	Amount Raised for School Purposes.	Amount of Taxes collected within the year.	Amount raised within the year by loan.	Received from Government on account of Schools.	Other Revenue.	Interest paid on Debentures.	Expended for Educational Purposes. Total Amount.	Expenditure for Salaries and all other Expenses of Municipal Government.							Expenses on account of Administration of Justice in all its branches.	Expenditure on Roads and Bridges.	Expenditure on all other Accounts.
Ancaster	45,314	987	\$ 1,316,612	\$ 81,961	\$ 2,965	\$ 5	\$ 12,597				4-9 cent in \$	\$ 2,522	\$ 6,066	\$	\$ 738	\$ 480		\$ 2,522	\$ 3,215	\$	\$ 1,553	\$ 6,618	3,789	3,700	4,675	1,503	1,861	357
Barton	14,277	726	647,984	44,990	3,000	150	7,078				1 cent in \$	432	3,539		432	567		1,329	494		494	357	2,493	844	911	565	721	305
Beverly	70,084	946	833,609	101,532	457						11-16 cent in \$	856	7,155			2,299		887	725		406	5,295	4,533	4,943	6,138	1,719	1,740	450
Binbrook	26,340	407	366,595	39,715		14					2 cent in \$	287	3,409		263			550	403		628	864	1,582	1,856	2,707	599	895	167
E. Flamboro' ..	34,313	866	572,578	95,925							3-5 cent in \$	562	3,674		562	437		1,124	710		227	973	3,012	2,350	2,324	1,071	1,181	309
W. Flamboro' ..	30,370	791	734,791	116,285	4,000	100	13,466				1 cent in \$	470	3,811		470	1,850		1,740	800		665	620	3,035	2,174	2,506	851	1,138	274
Glanford	23,139	535	522,222	18,710	800		5,704				7-10 cent in \$	1,385	4,555		300	1,907		1,647	542		376	4,308	1,895	1,957	2,907	833	926	164
Saltfleet	27,576	644	724,686	46,034	500		301				9-20 cent in \$	472	3,403		606	404		1,078	779	40	9,702	2,463	2,185	1,533	2,855	685	908	228
Dundas	550	1,006	992,682	126,750	58,710	510	32,294	33,500	346	11,928	11-20 cent in \$	4,414	11,911	5,000	318	44,336	3,259	4,732	2,664		5,464	27,220	4,029	178	20	193	163	200
Total Town....	271,963	6,908	6,711,759	651,952	68,432	779	71,330	33,500	346	11,928	4-10 cent in \$	11,391	47,623	5,000	3,680	52,280	3,259	15,609	10,331	40	10,785	47,718	26,543	19,585	25,545	7,929	9,533	2,454
Add for County.						5,114	150,178	80,000	39			23,309	22,000	5,769	13,028	4,481	7,941	3,911	37,603		4,839	3,170						
Total	271,963	6,908	6,711,579	651,952	68,432	5,892	221,508	133,500	385	11,928		11,391	70,932	27,000	9,449	65,308	7,740	23,550	14,242	37,643	15,624	51,888	26,543	19,585	25,545	7,929	9,533	2,454

Names and Addresses of the Warden, Clerks and Treasurers of the Municipalities within the County of Wentworth for the Year 1874.

Warden—Peter Wood, Copetown. Clerks—J. Heslop, Ancaster; J. W. Burkholder, Bartonville; W. McDonald, Rockton; W. Ptolemy, Woodbourne; H. D. Morden, Carlisle; J. Masdell, Granville; T. Choate, N. Glanford; R. R. Smith, Winona; E. Woodhouse, Dundas; C. S. Counsel, Hamilton. Treasurers—J. Heslop, Ancaster; M. Aikman, Hamilton; P. Cornell, Rockton; W. Ptolemy, Woodbourne; Wm. Stewart, Waterdown; K. Wishart, Bullock's Corners; T. Choate, N. Glanford; W. H. Jones, Stony Creek; E. Woodhouse, Dundas; J. Kirkpatrick, Hamilton.

Names of Reeves and Deputy Reeves of the County of Wentworth for the year 1875.—Thomas Attridge, John Bertram, Alexander Bethune, F. M. Carpenter, Alonzo Egleston, James Hoey, A. G. Jones, Thomas Lawry, J. E. Lottridge, Thomas McQueen, Wm. Menzies, Thomas Miller, Matthew Peebles, J. A. Smith, Thomas Stock, John Wilson, Peter Wood.

Personal Sketches of some of the Prominent Men of Wentworth County.

BRITON BATH OSLER,

Barrister-at-Law, County Attorney, and Clerk of the Peace for the County of Wentworth, was born in the County of Simcoe in the year 1839, and is the second son of the Rev. F. L. Osler, Rector of Ancaster and Dundas. Mr. Osler is a Bachelor of Laws, of Toronto University, graduating in the year 1862, and ranking second in the list of Graduates in Law for that year. He studied law under the late William Notman, M.P., and subsequently under the Hon. James Patton, Q. C., and was called to the bar and admitted as an Attorney in September, 1862. He married, in 1863, Caroline, eldest daughter of Henry Smith, of Ancaster, late Captain in the Honorable East India Company's Service. He was gazetted Crown Attorney on the death of the late S. B. Freeman, Q. C., in May, 1874, and up to that time took a prominent part in the politics of the country, having been Secretary and Treasurer of the North Wentworth Reform Association for many years. He is senior member of the law firm of Osler, Wink and Gynn, with offices in Hamilton. During his professional career Mr. Osler has amassed a considerable property, and is looked upon as one of Canada's rising men. In the summer of 1873 he was badly burned by an explosion of gasoline in his own house. He might have escaped comparatively uninjured had it not been for his noble and disinterested efforts to save the life of a serving maid in his household whose clothes had been set on fire by the explosion. The subject of this sketch is a thorough man and a lawyer of rare ability, and had this history been delayed a few years the writer might have been able to record his elevation to the bench.

RICHARD QUANCE

was born in the Parish of Thornbury, County of Devonshire, England, in 1821. In the spring of 1843, with his parents and their family, he came to Canada, and in 1846 he married and settled where he now lives, in the Township of Binbrook, County of Wentworth. Mr. Quance erected a shanty on his newly acquired land in the midst of the woods, and in 1849 erected a sawmill, which was of much need in that vicinity, and which proved to be a great benefit to the farmers, supplying them with building material near at hand, which before the mill was erected had to be brought a long distance. In 1857 the mill was burned. It was immediately rebuilt, and by hard work, perseverance, economy, honesty, and, above all, by the grace of God, Mr. Quance has since succeeded in a remarkable degree, and at the present time owns a large farm and gives employment in his mill and lumbering business to a large number of men. He takes an active interest in all which pertains to the welfare and elevation of those around him, and is respected and looked up to as an honest and honorable man in every way. A commodious brick dwelling has taken the place of the shanty in which he first lived, and fine barns and sheds may be seen for farm purposes. All is activity in and around his farm and mill. Success has crowned Mr. Quance's efforts, success which is well merited.

PHILANDER BARNES.

The subject of our sketch was born April 20th, 1831, in the Township of Norage, County of Oxford, Ontario. At the age of six years he was left without the protecting care of parents. In the year 1837 he came to the Township of Saltfleet and lived with E. B. Place, a farmer of that township. He continued to live with Mr. Place, and on January 19th, 1852, he married Eliza Trusdale, who was born August 20th, 1834, in Stewartstown, County of Tyrone, Ireland. In November, 1869, Mr. Place died and Mr. Barnes came into possession of the farm where he had lived so many years. The farm, which consists of about 260 acres of land, of which 230 is under fine improvement, is considered one of the best in the Township of Saltfleet. On the farm Mr. Barnes has about two acres of grapes and a large variety of other kinds of fruit generally raised in Ontario. His farm is well stocked with horses and cattle, and the farm residence and barns are among the best in the township. Mr. and Mrs. Barnes have a family of three sons and two daughters. The illustration of Mr. Barnes' property, which may be seen elsewhere in this work, shows a fine residence, handsome grounds profusely laid out with ornamental trees and shrubbery, good outbuildings, and everything which betokens wealth and happiness.

E. B. SMITH.

Mr. E. B. Smith was born in the Township of Saltfleet, County of Wentworth, June 23rd, 1845. Being a farmer's son, he, while young, had only the advantages of a common country school for obtaining an education; but by making good use of every opportunity for learning, he laid the foundation for the business which he has since carried on so well. Mr. Smith remained on the farm until his 21st year, and during a part of the winters of '65 and '66 he attended the London Commercial College, and by diligently applying himself to his studies he took out, in the short space of fifty days, a first-class diploma. He then worked on a farm for three years, and in the fall of 1869 came to Stony Creek and succeeded A. S. Jones in the mercantile business, which, by carrying out principles of strict honesty and integrity, Mr. Smith has made assume large proportions. At the present time Mr. Smith is

post master, also a member of the Town Council of Stony Creek, and is a man of sterling worth, and he enjoys the respect and confidence of all who know him.

HAMILTON SWAYZE.

The ancestors of the Swayze family originally came from Germany, from whence several members emigrated to New Jersey about 1750, or a little later, and where, by industry, they gained a fair amount of property. Andrew Swayze, the great great grandfather of the one whose name heads this article, was born in New Jersey in 1763. On the 6th of June, 1782, he married Lydia Dody. She died in April, 1790. He then, on December 9th, 1790, married Susanna Taylor, and in 1811, with his family, moved from Warren County, New Jersey, where he had been living, to Canada. Here he bought a farm near where the little village of Elfrida now is. The farm has continued to be owned by the family, and at the present time is in the possession of Hamilton Swayze, the great grandson of Andrew Swayze. Andrew continued to live on this farm until his death, which took place in 1840. His wife died a few years after. Barnabas Swayze, the father of Richard Swayze, was born in New Jersey, December 25, 1783. He married Lydia Boils in 1811, and in the same year moved with his wife and father's family to Canada. He was a sergeant, and fought on the side of the Canadians during the war of 1812-13. Barnabas and his wife Lydia were blessed with two sons and one daughter, of whom Richard Swayze was the youngest. In 1829 Barnabas bought the homestead farm, where he resided until his death, which took place December 7th, 1862. The wife of Barnabas also died on the homestead farm.—Richard Swayze was born on the 23rd of August, 1822, on a farm situated on the ridge commonly called the mountain, not far from the battle field of Stony Creek, elsewhere described in this work. Richard Swayze had few advantages while young for gaining an education, but by making the best of his opportunities he gained much, which, being added to in latter years, has made him a practical and well informed man. On November 22, 1841, Richard married Elizabeth Weaver, who resided in the Township of Binbrook, near Hall's Corners. This union has been blessed with several children, of whom five are living at the present time, Hamilton Swayze being the eldest. Richard Swayze is one of the best known citizens of the Township of Binbrook, and has always been identified with those who have sought the endowment of the interests of his township and the welfare of his fellow men. Mr. Swayze's farm is one of the best in the County of Wentworth, is finely watered, and has on it a good residence and commodious barns for storing grain and wintering stock. Francis Weaver, the father of Mrs. Richard Swayze, was born in Germany, and was kidnapped at the age of four years from his father, who was one of the ablest merchants in the place where he resided, and was brought to Steuben County, New York, where, while still in his teens, he married Eleanor Wrightenburgh. A few years after his marriage, in 1817, he came to Canada with his family and purchased a farm in the Township of Binbrook, where he and his wife resided until their death. Hamilton Swayze was born December 8th, 1848, on the homestead farm, which is about half a mile south-west of Elfrida, in the Township of Binbrook. While young he worked on his father's farm during the summer months and attended school during the winter. When about 23, he worked a portion of the homestead farm one year, and then erected the residence and store where he resides and carries on the dry goods and grocery business at the present time. Mr. Swayze has a large circle of friends and is an enterprising and energetic citizen.

HUTCHINSON CLARKE.

Hutchinson Clarke was born at Barnard Castle, County of Durham, England, on the 29th August, 1806. In 1829 he married Elizabeth Johnston and came to this country in 1833, arriving in Toronto on the 29th of June of that year. He removed to Hamilton in 1834, and entered the city council in 1850 and became Mayor in 1868. He has always identified himself with the best interests of Hamilton, has done much for her welfare, and is loved, honored, and respected by all who know him.

MILES O'RIELY.

Miles O'RIELY, Q. C., Master in Chancery for the City of Hamilton and County of Wentworth, was born in the District of Gore on the 18th May, 1806. He studied law under Baldwin and Son, and was called to the bar in January, 1830. He was appointed Judge of the old Gore District in February, 1837, which he resigned to take the chief solicitorship of the Great Western Railway in the fall of 1854. He defended, alone and unaided, the whole of the 104 rebels who were tried for treason in the old Hamilton jail in the spring of 1838. He is a Colonel of Militia, and went on active duty under the late Col. Land, commanding a Division for six months. Miles O'RIELY is one of the most popular men in the City of Hamilton. He is known to all and every one, and it is safe to say he is the best friend Hamilton ever had.

THOMAS ATTRIDGE

was born in East Flamboro' in 1841. His father was a farmer, and Thomas received his full share of hard work which fell to farmers and farmers' sons of Wentworth County at that early

day. His parents came from the south of Ireland, County of Cork, and were married here. They came in about 1835 and settled in Lower Canada, where they were married, then moved to Rochester, N. Y., then, with family, removed to East Flamboro'. The country at that time was very new, there being few settlers, and all endured many hardships. Thomas lived at home until 22, when his brothers and himself bought a farm and settled upon it. His brother being married he lived with them four years. Thomas married Elizabeth Ann Markle, of East Flamboro', and settled on a farm there. His brother and himself commenced the lumbering business, worked together about two years, and then went into partnership with J. C. McCarty, and the three bought the McMorris farm, moved their mill on that property where, by an explosion which took place the first year after they had bought the property, Mr. Attridge's brother was killed, then McCarty and himself carried on the business for three years. McCarty, in the spring of 1874, absconded, taking \$15,000 in cash and leaving Mr. Attridge holder at the bank for \$25,000. He compromised at the bank by paying 37½ cents on the dollar. Mr. Attridge settled all the rest of the creditors in full. In the spring of 1874 Mr. Attridge commenced business anew. He owns at the present time a sawmill; 100 acres of land in East Flamboro'; 100 acres in Carriek, County of Bruce (or Grey); 200 acres in the Township of Tay, County of Simcoe; and employs nearly 30 men the year round. Both parents are still living. He has a family of four children (boys), and lives about one and a half miles north of Waterdown. He is a self-made man, respected by all who know him.

CHARLES SEALEY.

The subject of this sketch was born in New York State, Montgomery County, of American parents. His paternal grandfather fought three years in the revolutionary war. His parents moved to this country in the fall of the year 1831, coming by the Erie canal and the lakes. They had two children at that time, Charles Sealey, the oldest, being three years of age. On coming to Canada his father settled in Flamboro' West, on the place now known as the Tunis farm. They lived here for four years and then took up some wild land on the 4th concession. Charles had but few advantages, of education, going to school only a few months during his youth, the school-house being four miles from where he lived. He worked at teaming and on a farm during the severe winters of '43 and '44 for \$6 per month, enduring very many hardships. During the summer of '46 he worked for \$6.25 per month. When he was 20 years of age his father died, and then Charles had to care for the family. He had to take care of them for ten years, until he married Miss Mary Ann Eaton, of East Flamboro'. After living at Bakersville for one year, he moved into Waterdown and settled on the farm in future to be called Chesnut Grove. Mr. Sealey is extensively engaged in the lumber business, and also has an interest with Mr. Wm. Spence in a wood yard in Hamilton. Mr. Sealey owns a large sawmill in the village of Waterdown and employs a large number of men, and takes an active part in everything pertaining to the good interests and elevation of his fellow citizens.

EX-MAYOR CHARLTON.

The subject of the following brief sketch was born in the County of Brant, Ontario, on April 12th, 1835, and from being a Canadian country lad, born in the log cabin of a settler, has, by his own abilities and perseverance, risen to the highest positions of honor and trust in the community. He came to Hamilton in 1854 as a teacher of the Central School, and shortly afterwards engaged in a manufacturing enterprise in which he has been successful. Early turning his attention to matters of local and general interest, he became President of St. George's Society, Director of the Mechanics' Institute, Councillor, Alderman, Railway Director, and three times Mayor of the city, having first attained that position in 1867 when only 32 years of age. Although Mr. Charlton has now voluntarily retired from public life, we feel safe in saying that no citizen of Hamilton enjoys a greater share of popularity and respect than he.

EDWARD EVANS

was one of the earliest settlers of East Flamboro'. He was born in Montreal on January 12th, 1794, and served in the war of 1812. About the year 1817 he was in Stamford Township, where he married Jennet Thompson, daughter of the late Capt. John Thompson, and settled in the Township of East Flamboro' in 1818, where he purchased lot 9 in the 4th concession, which he cleared up. He was a prominent man in the neighborhood and noted for his liberal dealings, aid and encouragement which he ever afforded to the early settlers as they gathered round him in what was then his wilderness home, which was fully appreciated by them afterwards by conferring on him various offices of trust which he faithfully fulfilled up to the time of his death. He was an active Justice of the Peace, Trustee and Treasurer for churches and schools, and was Township Treasurer for many years. He died October 12, 1861, leaving five sons and two daughters, all of whom are still living excepting Walter, his oldest son, who died about two years ago. Five of the family are still living on the old homestead.







DOMINION OF CANADA
(EASTERN SHEET)

SCALE OF MILES—30 TO AN INCH.

CANADIAN CHANNEL

ISLAND OF ANTICOSTI

ST. LAWRENCE

GULF OF

ST. LAWRENCE

ST. GEORGE'S BAY

Q

E

N

PRINCE EDWARD IS.

CAPE BRETON ISLAND

BRUNSWICK

STRAIT

CAPE BRETON ISLAND

O

C

O

C

E

A

N

O



County of Wentworth, Ont.

1875

2 1/2 MILES TO ONE INCH

COMPILED AND DRAWN BY *H.C. Sheffield*

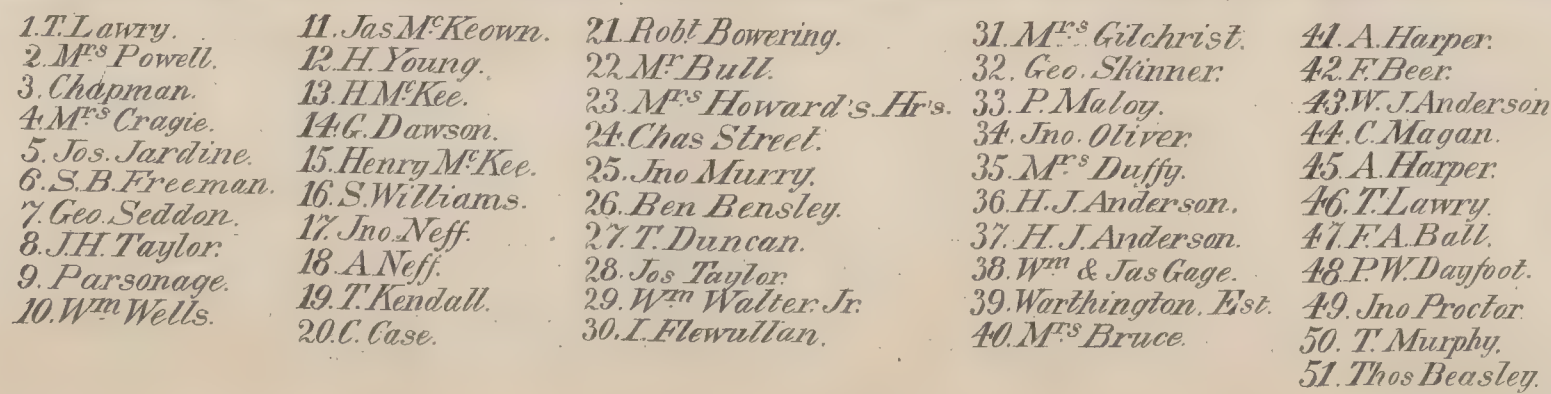




BATTLE FIELD OF STONEY CREEK. TR. SALT FLEET.



WENTWORTH CO GAOL HAMILTON, ONT.



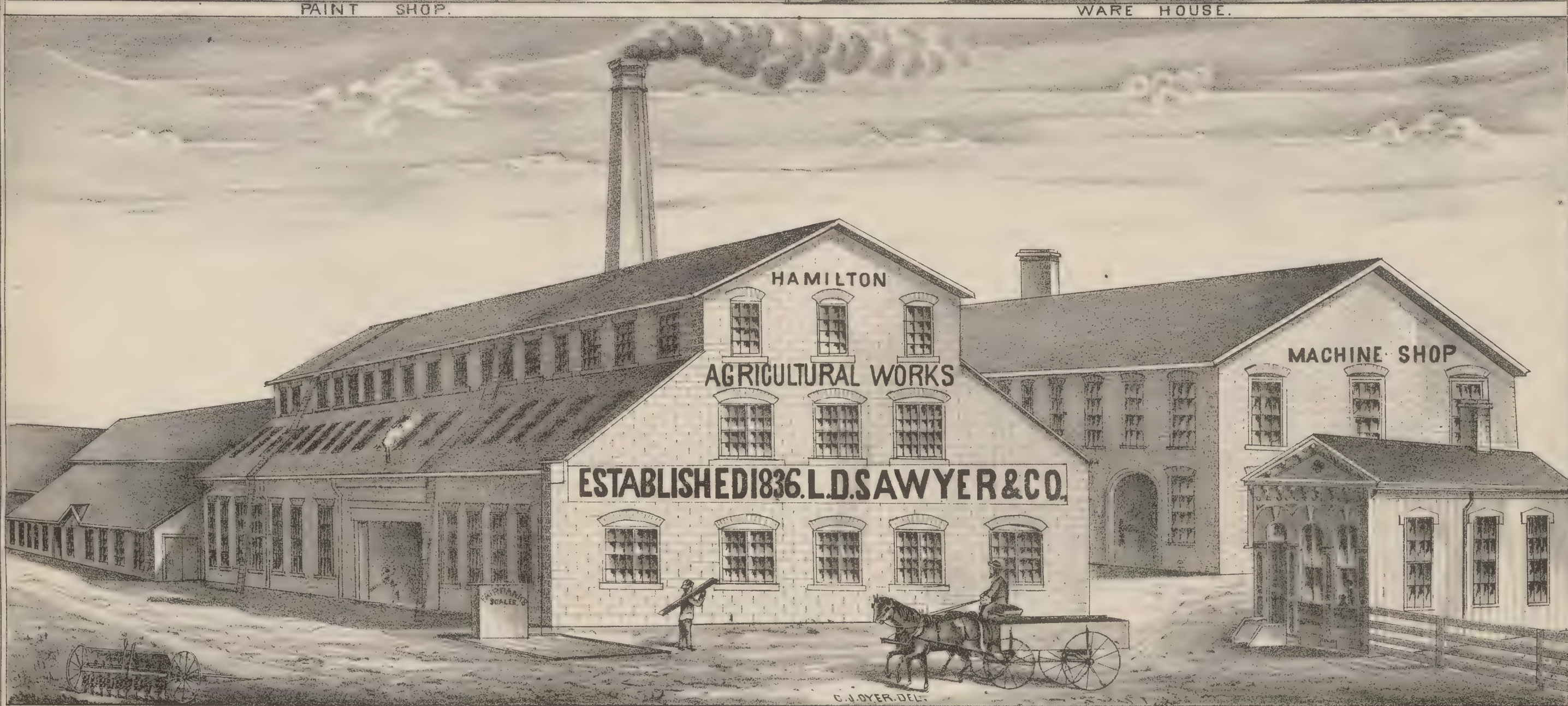
Geo. J. Gebhardt & Co. Lith. Toronto.



PAINT SHOP.



WARE HOUSE.

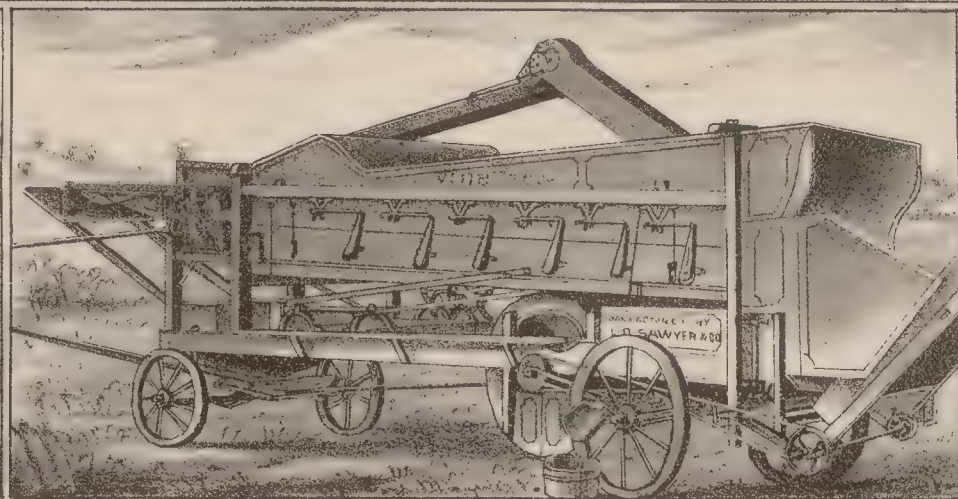


C. JOYER DEL.



SAWYER'S IMPROVED IRON CLAD MOWER

C. JOYER DEL.



THE VIBRATOR THRESHING MACHINE
HAMILTON AGRICULTURAL WORKS.



SAWYER'S CANADIAN HARVESTER.

With P.A. GROSS, Toronto.

GLANFORD

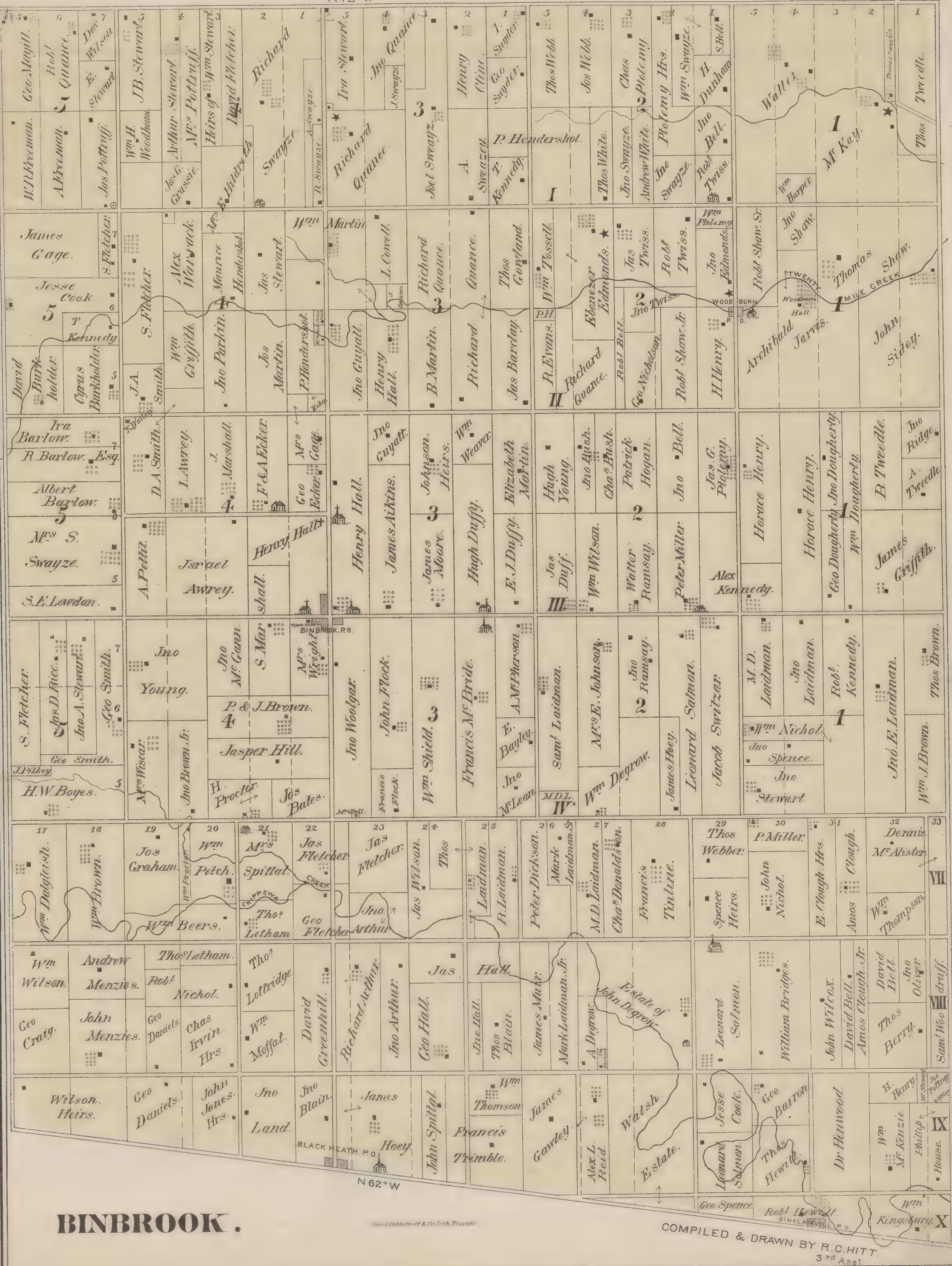


SCALE 2 INCHES PER MILE.



SAW MILL, RESIDENCE AND PROPERTY OF
RICHARD QUANCE. CONCESSION 1. BLOCK 3. LOTS 4 & 5.
TP. BINBROOK. CO OF WENTNWORTH. ONT.

N 72° W



N 18° E



Joseph Veronal.



ACACIA HOUSE. FOR SALE.
Property of E. M. McMILLAN, Stoney Creek.
COUNTY OF WENTWORTH, ONT.



RES. AND FARM OF JOHN & EDWARD EVANS.
Concession 4, Block, Lot 9. Tp. Flamboro, East.



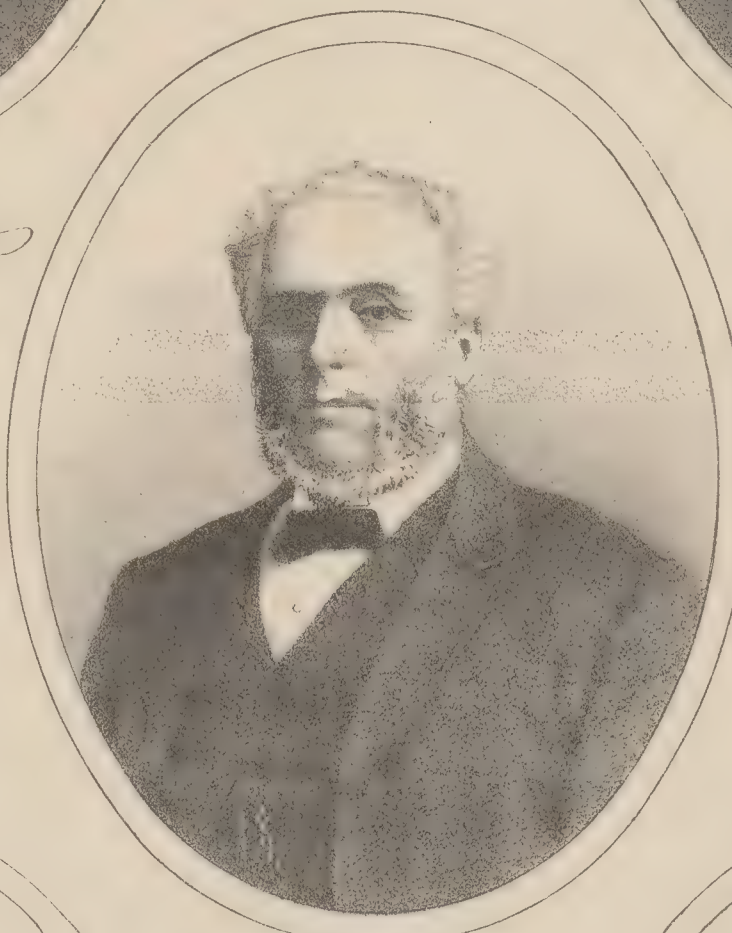
John R. Warden
MAYOR 1851.

ECKERSON & CO., PHOTO.

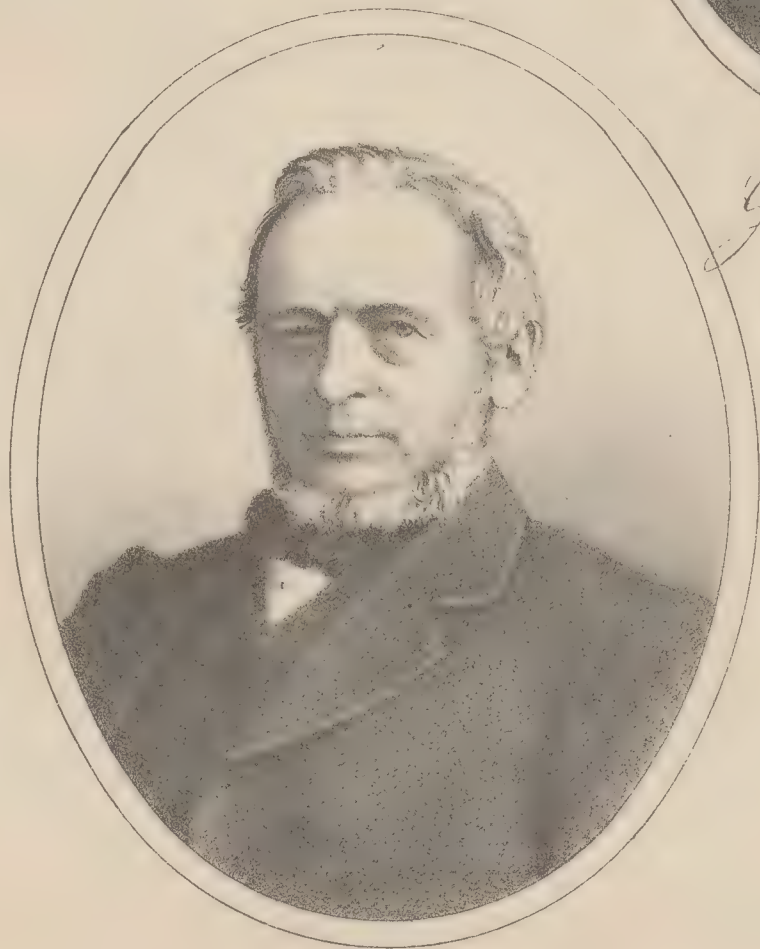


Yours truly
Wm. Charlton
MAYOR IN 1867, 1873 & 1874.

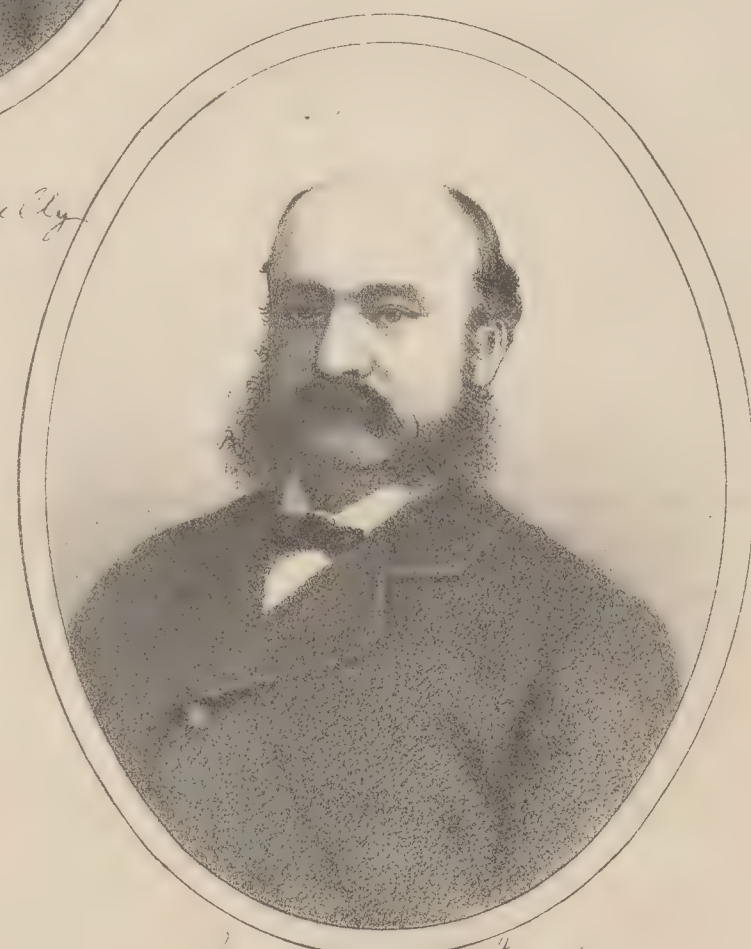
HAMILTON, ONT.



Yours faithfully
Geo. Roach
MAYOR - 1875.



Hutchinson Clark
MAYOR IN 1868.



Yours very truly
J. Ed. Kelly
MAYOR IN 1869.



Thomas Storr



John G. Platt



John Scally



Thomas Attridge

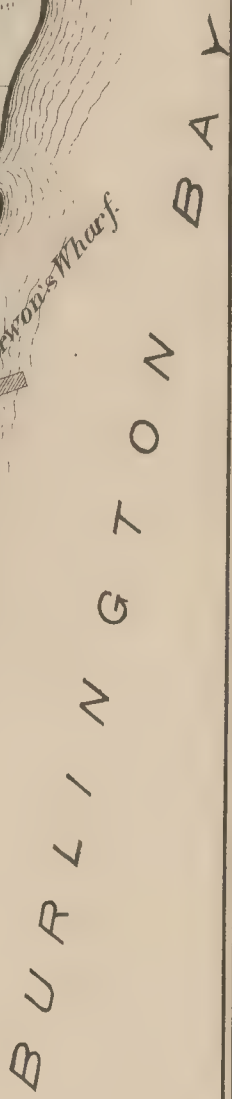
ECKERSON PHOTO.

HAMILTON ONT.

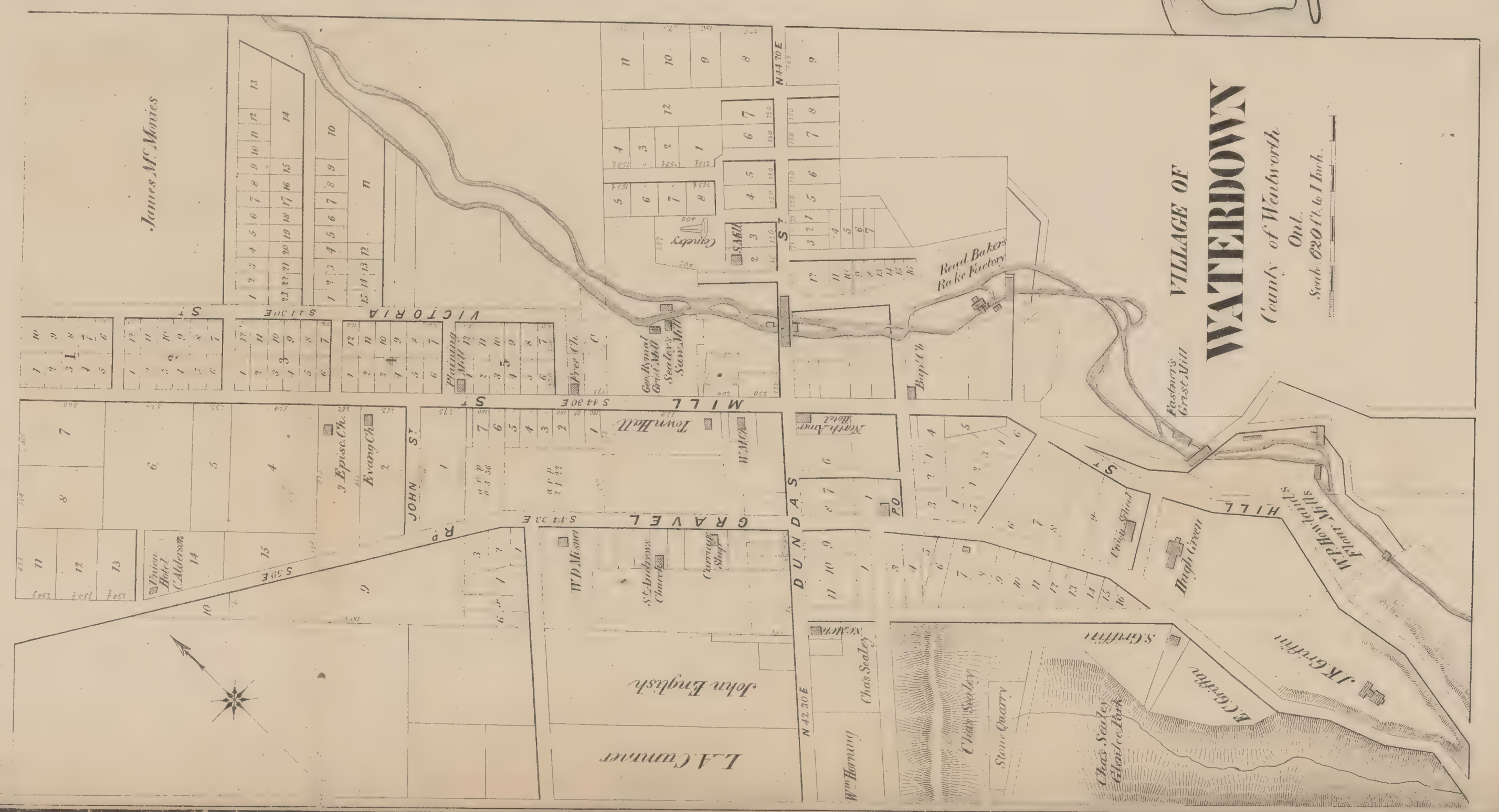


LATE RESIDENCE OF W.S. SMITH. LOT 48.
4TH CONCESSION
ANCASTER, T.P.

J. DYER DEL.



FLAMBORO EAST.





RES OF R. McKECHNIE.
DUNDAS, ONT.

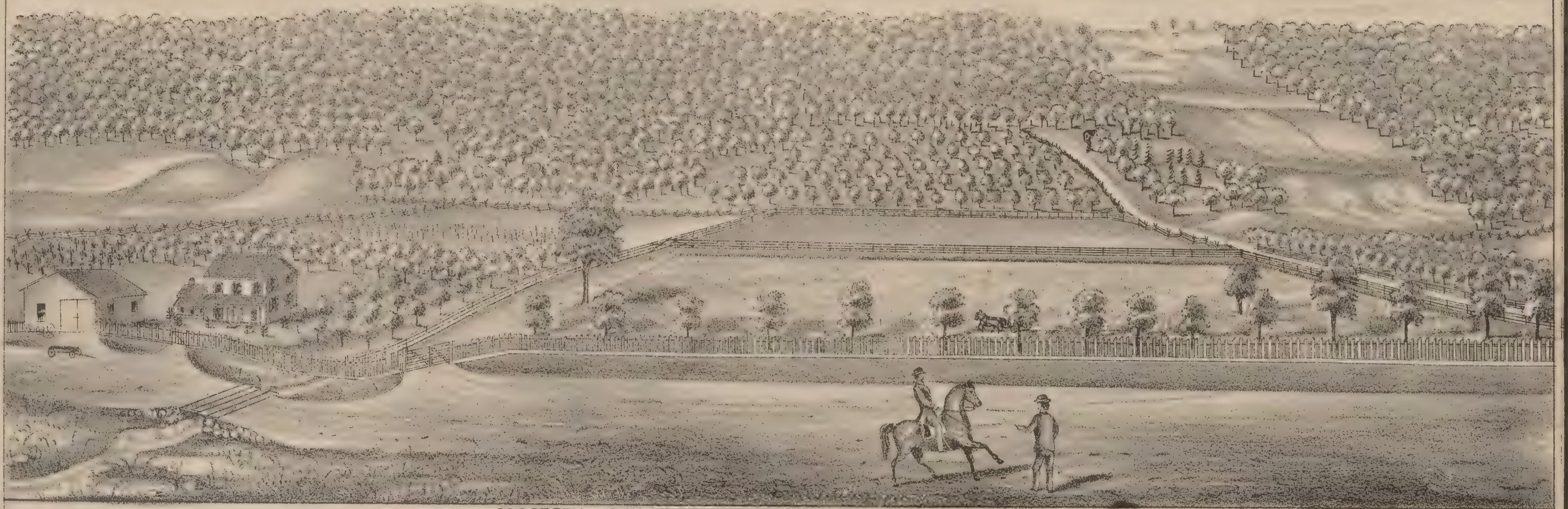


RES OF J. BERTRAM.
HATT ST. DUNDAS, ONT.



FOUNDRY & ENGINE WORKS OF THOMAS WILSON & CO.
HATT ST. DUNDAS ONT.

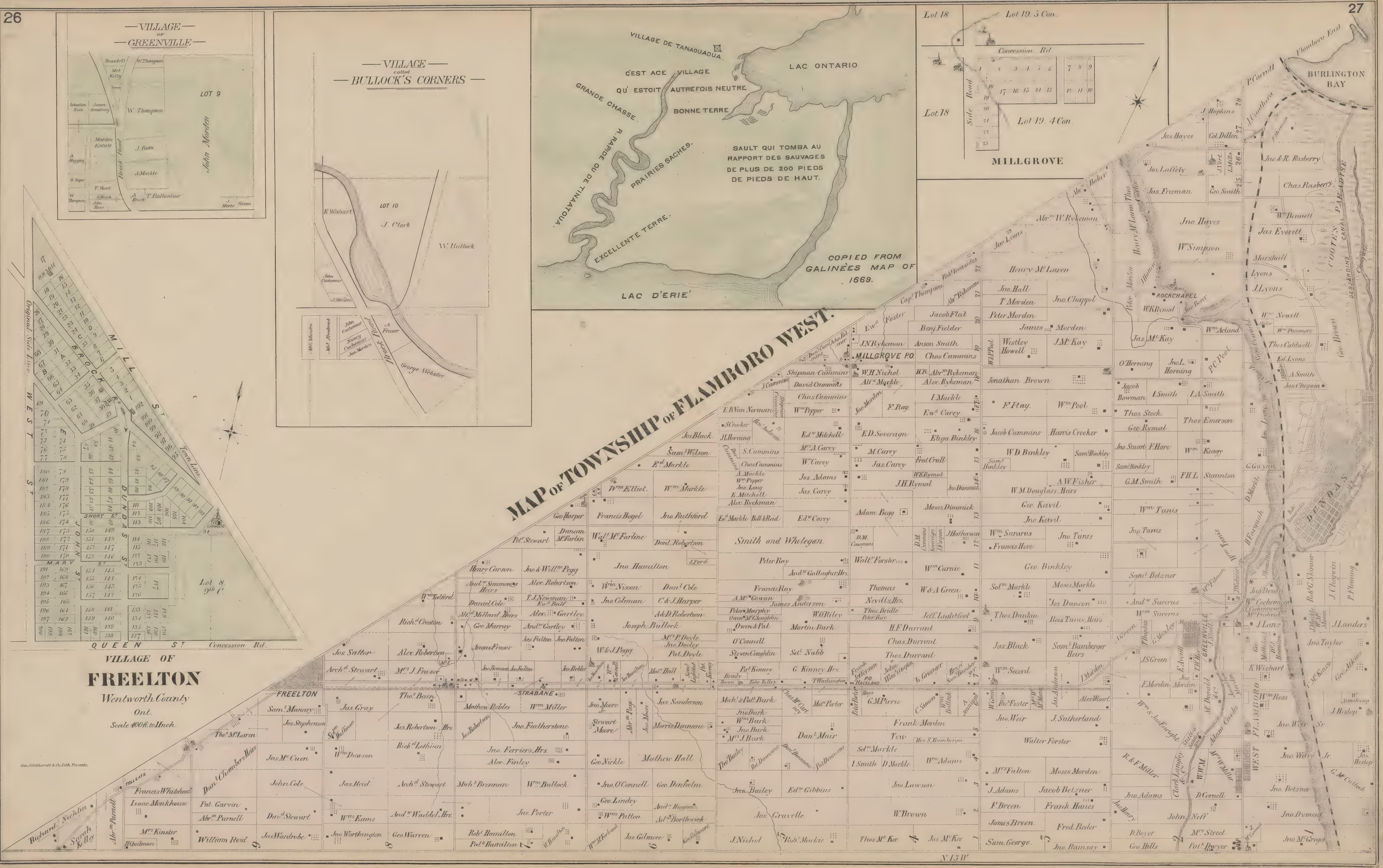
LITH BY P.A. GROSS, TOR.



PROPERTY OF PHILANDER BARNES STH SIDE R^D CON. 3. LOT 16. TP. SALT FLEET.



RES. & PROPT^y OF PHILANDER BARNES NTH SIDE R^D CON. 2. LOT 6. TP. OF SALT FLEET.



VILLAGE
OF
GREENVILLE

LOT 9

VILLAGE
called
BULLOCK'S CORNERS

LOT 10

W. Bullock

VILLAGE DE TANAQUAUA

LAC ONTARIO

C'EST ACE VILLAGE
QU' ESTOIT AUTREFOIS NEUTRE

BONNE TERRE

GRANDE CHASSE
R. RAPIDE OU DE TINAQUAUA
PRAIRIES SACHES
EXCELLENTE TERRE

SAULT QUI TOMBE AU
RAPPORT DES SAUVAGES
DE PLUS DE 200 PIEDS
DE PIEDS DE HAUT.

COPIED FROM
GALINÉE'S MAP OF
1669.

LAC D'ERIE

MAP of TOWNSHIP of FLAMBORO WEST.

MILLGROVE

BURLINGTON BAY

VILLAGE OF
FREELTON

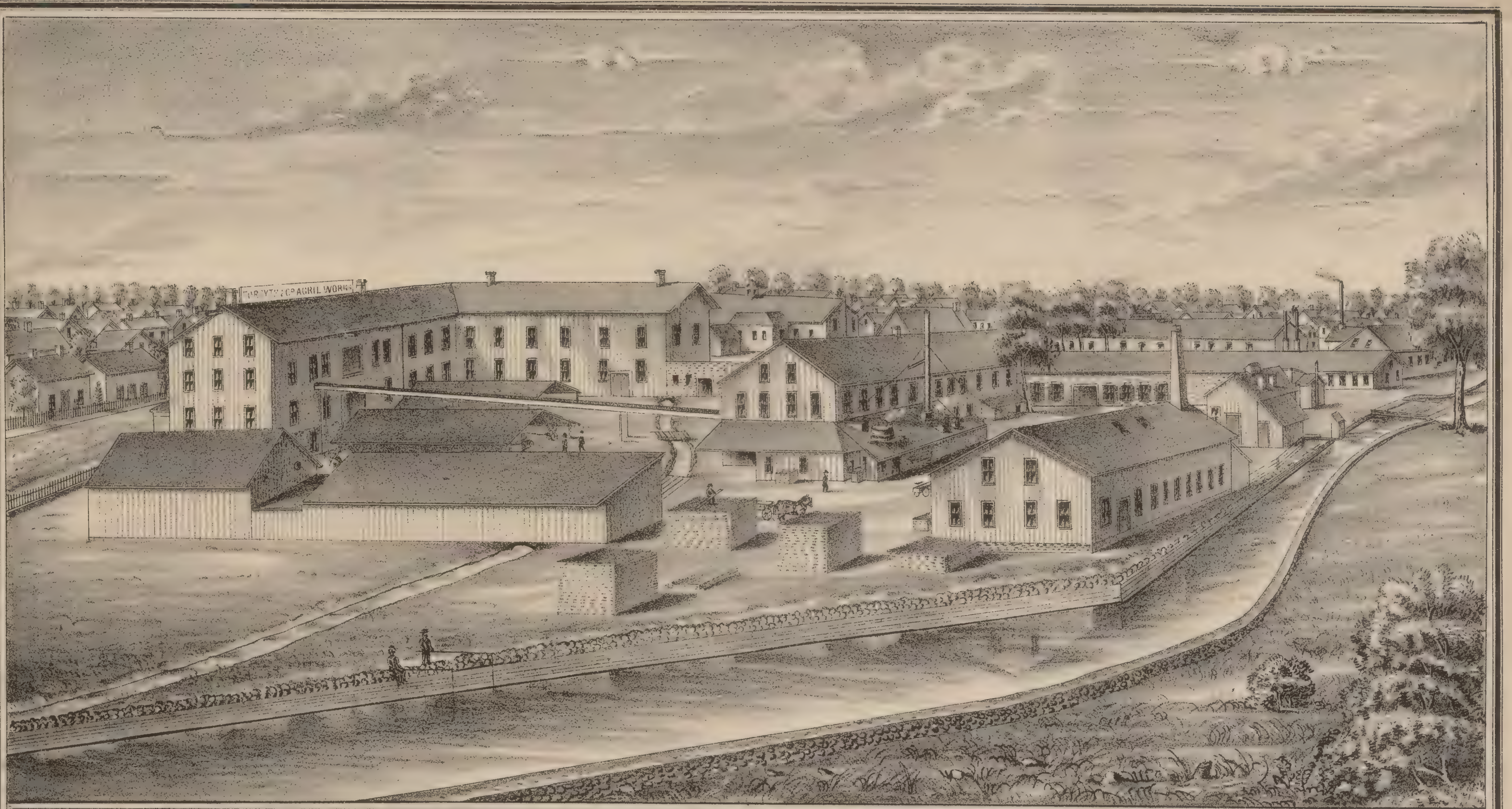
Wentworth County
Ont.

Scale 400 ft. to Inch.

FREELTON

STRABANE

N 13 W



MOWER WITH FORSYTH'S LIFTER. PASSING OBSTRUCTION.



REAPER WITH FORSYTH'S JOHNSON SELF RAKE.

FORSYTHS & CO'S AGRICULTURAL WORKS. DUNDAS, ONT.



SPECTATOR PRINTING OFFICE.
NORTH EAST COR, OF JAMES & MAIN STREETS.
HAMILTON, ONT

Geo. J. Gelhardt & Co.
Commercial Lithographers
LITHOGRAPHIC POWER PRESS
PRINTERS

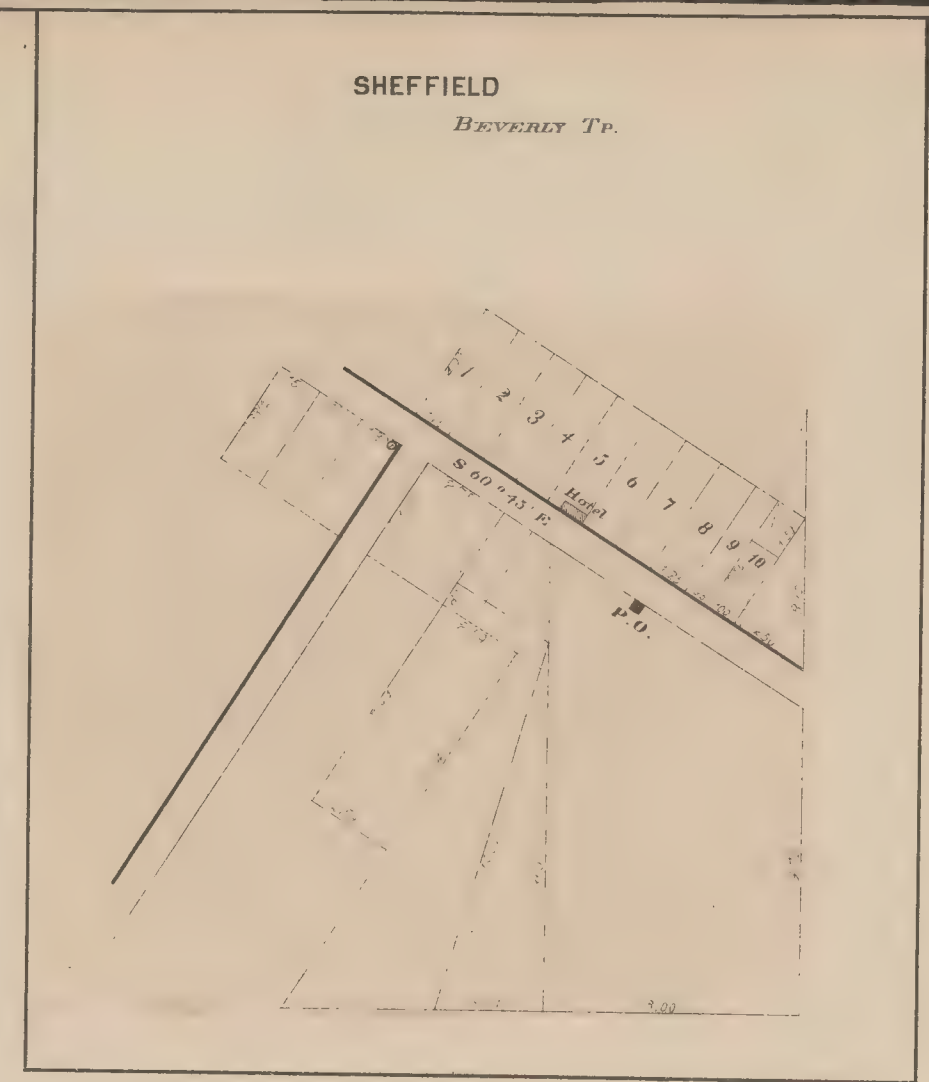
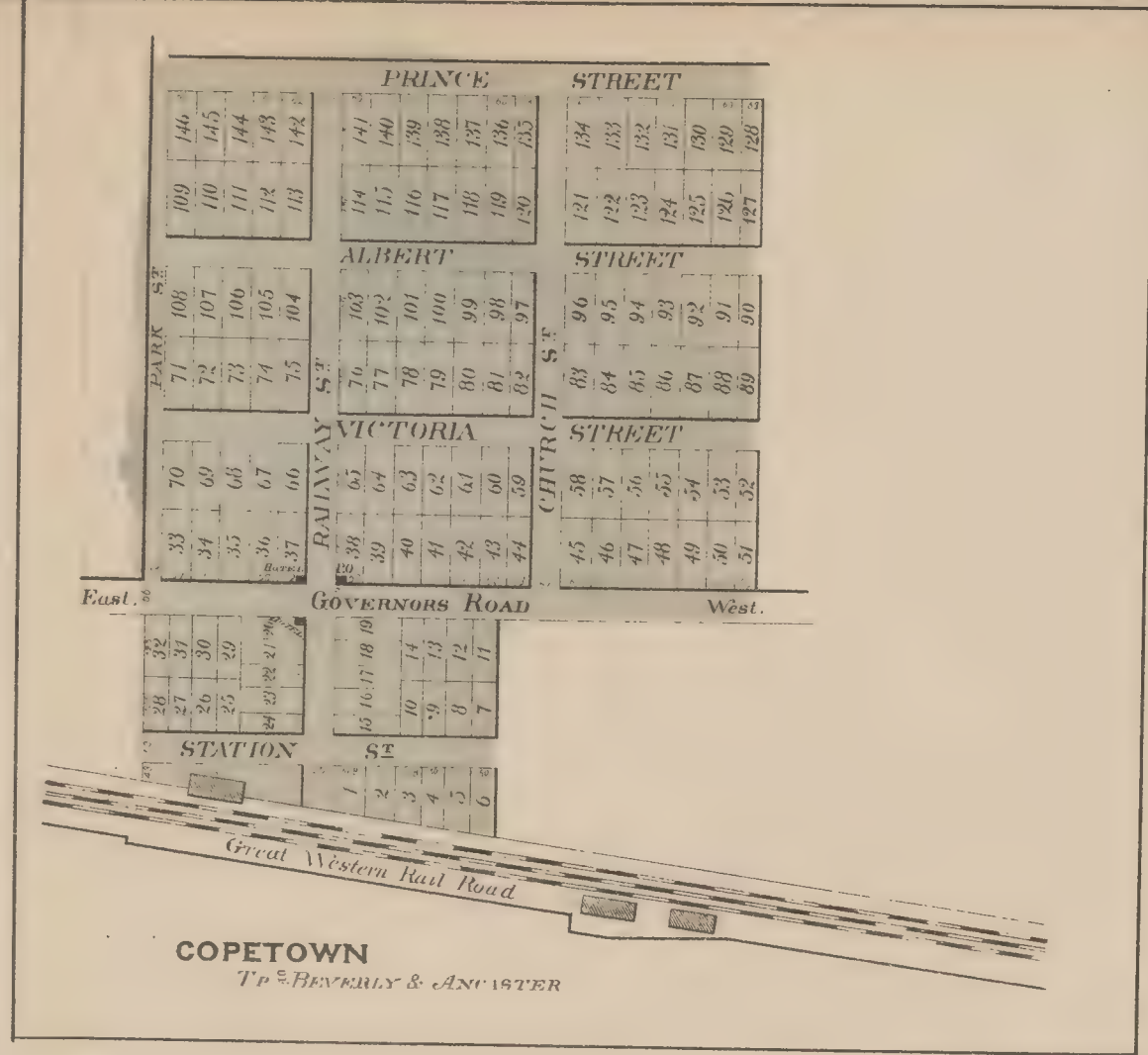
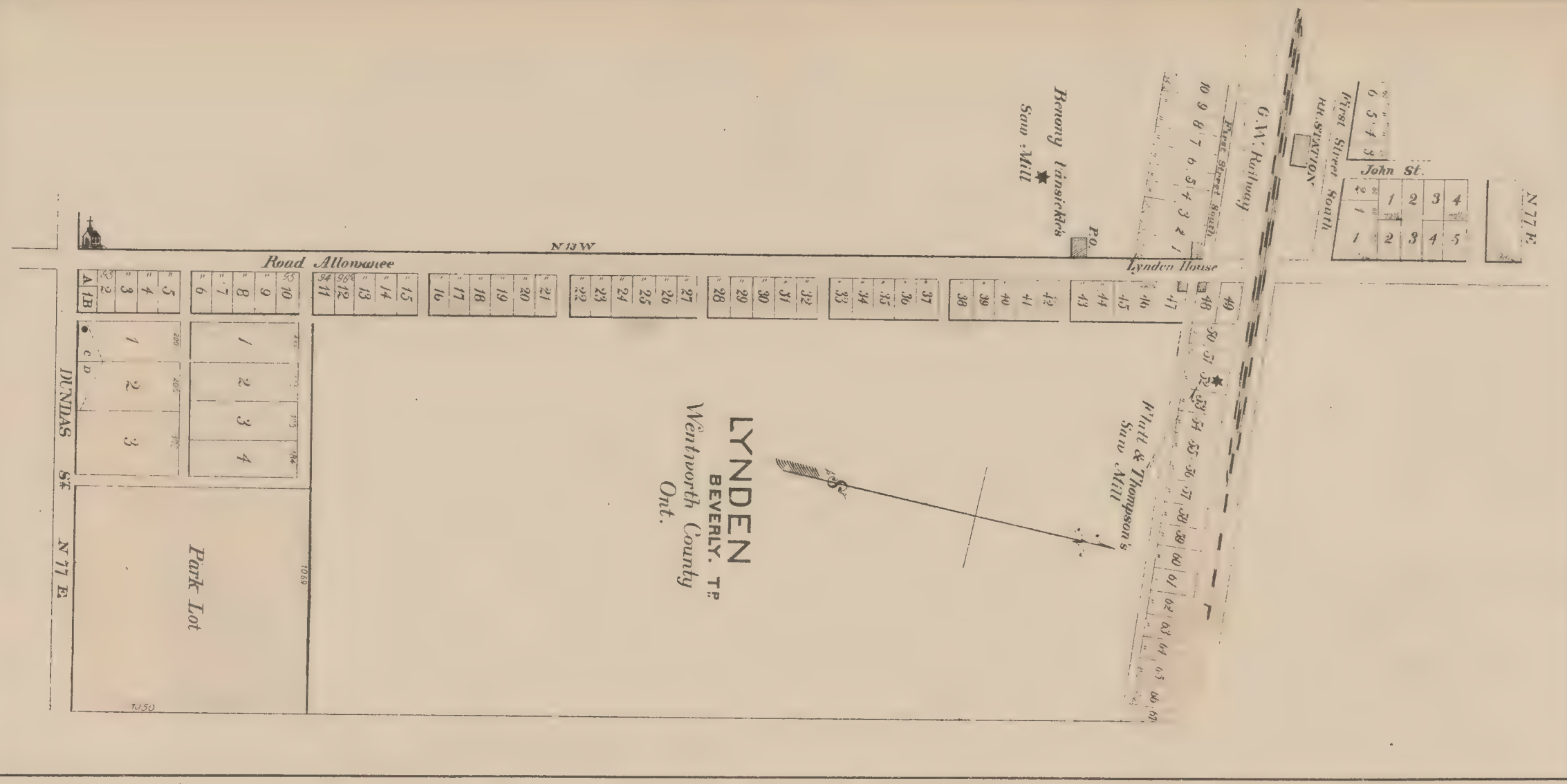
*Checks, Notes,
Drafts, Billheads,
Labels, Show Cards.*

13 Adelaide St. East

Toronto.



RES' OF C. KERN CON' 4, TP OF ANCASTER, CO' OF WENTWORTH, ONT.



SOUTH HALF OF BEVERLY TP.

BUSINESS DIRECTORY OF WENTWORTH COUNTY.

GIVING NAMES OF THE PRINCIPAL PROFESSIONAL AND BUSINESS MEN IN THE CITIES AND VILLAGES, A DESCRIPTION OF THEIR BUSINESS, AND OF THE PRINCIPAL PRODUCERS OF EACH TOWNSHIP WHO PATRONIZE THIS ATLAS.

HAMILTON CITY.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.
Allen, Richard.	62 Main St. E.	1873	Wales	Boot Maker.	Evans, Robert	23 McNab St.	1849	Ireland	Wholesale & Retail Seed Merchant.
Adams, Robert W.	James St. S.	1852	Ireland	Barrister.	Eckerson & Millman	68 to 72 King St. W.	1865	U. S.	Photographers.
Addison, Henry	John & King Wm Sts	1874	Canada	Union Hotel.	Eastman, W. O.	Merrick & Park Sts.	1873	Canada	Marble Works.
Audett, Joshua	14 King William St.	1859	U. S.	Tin & Stove Warehouse.	Ferly, J. H.	Aldershot Brick W's	1850	do	Aldershot Brick Works.
Aikman, Michael	King St. E.	1797	Canada	Gentleman, Treasurer Barton Township	Foster, James	70 & 72 King St. W.	1832	Ireland	Merchant Tailor.
Austin, James	166 King St. E.	1873	U. S.	Horse Shoer.	Fitzpatrick, Kenney	38 York St.	1844	do	Painter.
Armstrong, Peter	King St. E.	1858	Scotland	Proprietor "East End Carriage Works."	Frier & Dale	45 King St. W.	1868	Scotland	Wholesale Dry Goods.
Barrow, E. G.	City Hall	1871	England	Civil Engineer & Surveyer.	Foster, Charles	McNab & King Sts.	1844	Ireland	Merchant Tailor.
British Museum	London England			Museum.	Field & Davidson	46 James St.	1846	do	Saddlery & Carriage Hardware.
Beasley, Thos.				Secretary School Board.	Foster, F.	11 Caanon St. E.	1874	England	Wood & Coal Dealer.
Bullen, C. F.	58 Bay St. N.	1870	Canada	M. D., C. M.	Freed, John	Wentworth St. S.	1843	do	Nurseryman & Gardiner.
Bruce, Jno. A. & Co.	King & McNab Sts.	1851	Scotland	Seed Growers & Importers.	Foster, Chas. H.	29 King St. E.		Canada	Wholesale Importer, Jas. Walker & Co.
Barr, John	67 James St. N.	1854	do	Commission & Insurance.	Greer, John H.	Duke St.	1830	Ireland	County Registrar.
Blachford, J.	6 McNab St.	1840	England	Undertaker.	Grant, P. & Sons.	24 Merrick St.	1835	Canada	Brewers & Maltsters.
Beasley, Thos.	Clerks Office	1828	Canada	City Clerk.	Grossman, P.	49 James St. N.	1851	Germany	Music Dealer.
Bastido, James	34 King St. W.	1869	do	Dentist.	Gurney & Ware	James & Colborne	1849	England	Scale Manufacturers.
Barker, Hiram	17 Charles St.	1857	England	Painter.	Gorvin, John	23 1/2 York St.	1856	do	Boots & Shoes.
Burns M. & Son	60 James St.	1842	Canada	Lumber Merchant.	Gunn, R. L.	16 James St. S.	1846	Canada	Accountant.
Barnard, P. B.	36 King St. W.	1841	do	Dry Goods do	Gage, R. B.	55 John St. S.	1840	do	Solicitor &c.
Barr, John	King & James Sts.	1856	Ireland	Solicitor.	Goforth, A.	James St. N.	1874	do	Barrister &c.
Bancroft, James	3 King St. W.	1864		Banker.	Gurney, E. & C.	30 John St. N.	1842	New York	Iron Founders.
Bruce & Walker	Can. L. Ass. Bld'gs.			Barristers.	Gleason, Dennis	90 King St. E.	1867	Canada	Boots & Shoes.
Bruce, Alex.	41 Duke St.	1854	Scotland	Barrister.	Grey, Charles	John & Main Sts.	1853	England	Crockery & Glassware.
Baker, Hugh C.	104 Main St. W.	1847	Canada	Broker.	Gillard, John	49 King St. E.	1855	do	Importers & Jobbers in Dry Goods & Millinery.
Brown, Wm.	53 James St. N.	1858	England	Wholesale & Retail Stationer	Greer, David George	Ham. Registry Office		Canada	Deputy Registrar.
Bautz, Clayton and Burton	King William and James	1874	do	Lithographers & Engravers.	Harvey, John	69 James St. N.	1855	Scotland	Wool Broker.
Buntin, Gillies & Co.	23 King St. W.	1853	Scotland	Wholesale Stationers.	Howles, M.	112 King St. W.	1862	England	Stove & House Furnishers.
Ballantine, R. M.	66 James St.	1854	Ireland	Stationer & News Dealer.	Hope, Wm.	Duke St.	1874	Scotland	Book-keeper, Hurd & Roberts.
Burmester, A. F.	115 West Avenue N.	1864	Poland	Painter.	Hodgson, W. J.	58 York St.	1866	Montreal, P. Q.	Dry Goods Merchant.
Bartindale T.H. & Co.	4 King St. E.	1866	Canada	Dry Goods, Millinery & Mantles.	Hennesy, John	60 King St. E.	1848	Ireland	Boots & Shoes.
Barry, Daniel	John & Main	1874	do	British Hotel.	Husband, R. J.	10 do do W.		Canada	Dentist.
Belling, James	29 John St. N.	1855	England	Jeweler.	Hunter, Geo.	15 Hughson St.	1869	Scotland	Merchant Tailor.
Bickle, T. & Son	13 King St. E.	1835	do	Wholesale Druggists.	Hunter, John	34 Colburn St.	1857	Ireland	Firman on G. W. R. R.
Birely & Co.	James St. S.	1867	Canada	Bonded Manufacturers.	Hill, T. S.	90 John St. S.	1837	Scotland	Watch Maker & Jeweler.
Brethour & Howden	9 King William St.	1873	England & Ireland	Staple & Fancy Dry Goods.	Harbottle, Thomas	20 Merrick St.	1844	England	Coal & Wood Merchant.
Burns & Bryant	60 James St.	1873	do & Canada	Wholesale Lumber Merchants.	Holton, W.	Main St. E.	1840	U. S.	Nurseryman.
Buchanan Bros. & Co.	2 Catharine St.	1828	Scotland	Foreign Importers, Produce Merchants, &c.	Hammond, N.	Masonic Building	1853	U. S.	Manager "Travelers Insurance Co." & Gen'l. Ag't.
Bassett, H. D.	128 King St. E.	1866	U. S.	Repairer of Sewing Machines.	Hill, John	204 James St. N.	1867	England	Dealer in Meats.
Brennan, Michael	63 & 65 K. William	1853	Canada	Lumber, Sash, Blinds & Doors.	Hope, Adam & Co.	102 King St. E.	1850	Scotland	Hardware Merchants.
Burkholder, Michael	Wentworth St. N.	1805	do	Retired.	Hooper, F. L.	6 James St. S.	1869	England	General Insurance.
Bowman & Moore	54 King St. E.	1869	do	Hardware Merchants.	Hendrie & Co.	33 King St. W.	1853	Scotland	R. R. Agents & Contractors.
Bridgewood, Geo.	16, 18 & 20 Maiden L.	1833	England		Hunter, Q. Howard	Blind Institute B'd.		Ireland	Principal Blind Institution Brantford.
Bogart, D. A.	King & John St.		Canada	Surgeon Dentist.	Ing, Henry	9 Bay St. N.	1872	England	Gold & Silver Plater.
Barber, W. H.	99 York St.		England	General Life Insurance Agent.	Johnston, J.	York & Hess Sts.	1861	Canada	Marble Dealer.
Case, Wm. J. A. Son	Walnut & King Sts.	1810	U. S.	M. D.	Jones & McQueen	11 Main St. E.	1847	do	Barristers.
Cameron, C. & Co.	18 James St.	1847	Ireland	Wholesale Hardware.	Jeffery, W. P.	60 James St. N.		do	Shirt Manufacturer, Gents Furnishing Goods &c.
Chapman, W. M. & Son	49 King St. W.	1858	England	Undertakers.	Jolley, James	47 John St. S.	1845	Ireland	Mfr. & Dealer in Saddlery, Harness, Trunks &c.
Copp Bros.	Bay & York Sts.	1847	do	Founders.	Jeffery, Joseph	60 Main St. N.		Canada	Proprietor City Laundry.
Christie, T. & Co.	27 & 29 King St. W.	1842	Canada	Wholesale Furriers & Hatters.	Jones, Chas. T.	31 James St. N.	1844	England	Exchange Office, R. R. & Ship Agent.
Cherier Bros.	15 Market Square	1826	do	Grocers.	Kittson, E. G.	1 Mary St.	1869	Canada	M. D., C. M.
Cowie, Thos. & Co.	Opp. R. R. Depot.	1870	Scotland	Iron Founders.	Kraft, E.	8 and 10 York St.	1855	Germany	Wholesale and Retail Saddlery and Hardware.
Combs, Ashman P.	7 Market Square	1829	Canada	Grocer & Provision Dealer.	King, Cyrus	10 Market Sq.	1849	Canada	Groceries and Liquors.
Courser, B.	Springford & O'd Sts	1865	do	Marble Works.	Knott J. & Sons	89 James St. N.	1856	England	Piano Manufacturers.
Coutts, Archibald	16 Market St.	1864	Scotland	Livery Stable.	Kavanagh, John	41 York St.	1855	Canada	Grocer and Liquor Dealer.
Charlton, B. E.	City Hall	1853	Canada	Ex-Mayor.	Kavanagh, Wm	37 do	1855	Ireland	Blacksmith.
Chisholm, D. B.	34 James St. N.	1832	do	M. P. for Halton.	King, Wm.	57 King St. E.	1855	England	Merchant Tailor.
Crerar & Muir	King & Hughson Sts	1871	do	Barristers &c.	Kerr, Thos. C. & Co.	7 do	1836	Scotland	Wholesale Dry Goods.
Cameron, H. D.	33 Murray St. E.	1871	Scotland	Treasurer Hamilton Prov. Loan Society.	Kilgour, J. and R.	54 do	1844	do	Pianos, Organs, &c., Wholesale and Retail.
Counsell, C. M.	56 Catharine St.	1843	New York	Manager Stinsons Bank.	Kelly, Daniel	5 Ferguson Ave.	1834	Ireland	Alderman and Retired Capitalist.
Carscallen, H.	King & James Sts.	1845	Canada	Barrister &c.	Kendall, Joseph	58 & 60 Hunter St.	1846	England	Proprietor Hamilton Brewery.
Chittenden, C. S.	81 King St. E.	1849	U. S.	Dentist.	Locke, Chas. F. A.	25 Bay St. N.	1871	Canada	M. D., C. M.
Campbell, Robert	6 Picton St.	1847	Scotland	Carpenter.	Leslie, J.	123 King St. W.	1870	Scotland	M. D., C. M.
Chisholm, Robert	113 & 114 McNab St	1848	do	Alderman, Contractor & Builder.	Lawry, Thos.	James St. Market	1842	England	Butcher and Hide Dealer.
Canada Sewing Machine Company	Barton & Elgin St.	1871	England	Sewing Machine Manufacturers.	Lumsden and Bro.	132 King St. W.	1867	do	Grocers.
Canada Mutual Fire Insurance Co.	James St.	1872	Canada	Insurance.	Lumsden, Mrs A.	79 do	1859	Canada	Fancy Goods.
Christie Robert	54 East Avenue	1845	England	Pattern Maker.	Lanaway, Robt. F.	11 Catharine St. N.	1862	England	Grocer.
Cluthe, Chas.	99 King St. E.	1874	Germany	Surgical Instrument Manufacturer.	Laidlaw, Wm.	10 King St. W.	1873	Canada	Barrister, &c.
Cass, L. W.	James & Merrick Sts	1872	U. S.	Proprietor Royal Hotel.	Leggat, M.	King St. E.		Scotland	Hardware.
Crockett, John	92 McNab St N	1868	Scotland	Silver Plater.	Leggo, W.	R. C Bank Chambers	1847	Canada	Barrister.
Canada Felt Hat Works	foot of Wellington St		Canada	Felt Hat Manufacturers.	Lace, R. N.	51 James St. N.	1859	do	Attorney, &c.
Carruther, John	7 King William St.	1851	Ireland	Flour, Feed, Produce &c.	Lancefield Bros.	James St. N.		England	Stationers, &c., Lancefield's Library.
Coulter, Robert	45 John St.	1873	do	Boot & Shoe Manufacturer.	Lewis, Thomas	80 King St. E.		Canada	Manufacturer and Wholesale Dealer in Cigars.
Carpenter, J. P.	East Avenue		Canada	Coal & Wood.	Lyght, Joseph	King & Hughson Sts	1862	Scotland	Stationery, Room Paper, and Fancy Goods Dealer.
Campbell, A.	87 John St. S.	1854	Scotland	Wholesale & Retail Jeweler.	Land, John H.	Wentworth St.		Canada	Farmer.
Canada Suet Butter Co	Catherine St. N	1874	Canada	Butter Makers.	Lewis, Mrs. Ellen	78 John St. S.	1832	Ireland	Proprietress Mrs. Lewis' Cough Syrup, Cancer Plasters, &c.
Canada Farmers Mutual Insurance Co	Merrick & McNab Sts	1851	do	Insurance.	Lees, Thomas	5 James St. N.		Canada	Jeweler and Optician.
Campbell John	9 Maiden Lane	1856	Scotland	Provision Merchant.	Messurier, Sam'l L.	59 Hunter St. W.	1851	do	Painter.
Clark, Hutchinson	77 Hughson St N.	1834	England	Retired.	Macdonald, John S.	Duke & McNab Sts.	1849	Scotland	M. D. and Surgeon.
Chapin, Geo.				Carpenter.	Malloch, A. E.	70 James St. S.	1868	Canada	do do
Derby, J. C.	Derby House	1872	U. S.	Derby House.	Monroe, Henderson and McKenzie	23 & 25 King St. W.	1871	Scotland	Wholesale Clothiers.
Duff, W.	Canada Life Bld'g.	1867	Canada	Accountant &c.	Mitchell, Thos.	31 do	1861	England	Wholesale Wooden and Willow-ware.
Davidson, Robert	66 Duke St.	1862	do	Accountant.	McDonald, A. B.	4 Hughson St.	1868	Canada	Wholesale Paper.
Duncan, Stewart & Co.	Market & James Sts	1869	do	Booksellers and Stationers.	Muckle, James		1862	do	Commission Merchant.
Duncan, Alex.	East Avenue	1859	Scotland	With John MacKenzie & Co.	Morgan & Mallory	9 Park St. N.	1846	do	Carriage Manufacturers.
Dalley, F. F. & Co.	10 Hughson St. N.	1843	Canada	Patent Medicines, Blacking, Inks &c.	Morrison & Torrence			England	Engine and Boiler Manufacturers.
Daville, Mrs. C.	154 King St. E.	1854	England	Variety Store.	Macdonald, Walt'r R.	13 Main St. E.	1859	Scotland	Solicitor.
Dickson, Geo.	41 Bay St. N.	1872	Canada	B. A. Head Master, Hamilton College Institute.	Murray, C. R.	King & Hughson Sts.	1851	Ireland	Banker.
					Moore and Davis	King Wm. & Jas. Sts	1832	U. S. & Can.	Land Agents.
					McCulloch, D.	Spectator Office	1842	Scotland	Editor "Spectator"
					Mason, J. J.	16 James St. S.	1848	England	Accountant.
					Martin & Carscallen	King & James Sts.			Barristers, &c.
					Martin, Richard	do do	1840	Ireland	do
					Mackelcan, Gibson				

HAMILTON CITY—Continued.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.
and Bell.....	16 James St. S.	1846	Canada.....	Barristers, &c.	Stuart, A.	City Hall.....	1842	Scotland.....	City Treasurer.
Murton J. W.	Main St. E.		Canada.....	Coal Dealers.	Skinner, John.	17 York St.	1853	England.....	Watchmaker and Jeweler.
Murton and Reid ..	do		do	do	Skinner, Joseph.	33 do	1853	do	Stoves, Sheet Iron and Copper Ware.
Mahoney, J. C.	26 King St. E.	1850	Canada.....	Importer, Manufacturer, and Dealer in Boots and Shoes.	Staunton, Biggar & Franks	5 King St. W.	1874	Ireland.....	Provincial Land Surveyors.
Malcomson, John.	26 Ferrie St.	1849	Scotland.....	Ship Owner.	Sovereign, S. J.	68 do	1869	Canada.....	Dentist.
Marxhausen, C.	King & Park Sts.	1871	Germany.....	Publisher "Volkzeitung."	Shepard & Young.	114 do	1874	U. S. & Canada	Grocers and Liquor Dealers.
Murphy, D. & Co.	King St. E.		Canada.....	Wholesale Grocers.	Stark, Wm. Geddes.	60 York St.	1841	Canada.....	Manufacturing Druggist.
Martin, Philip.	John & King Wm. St.	1839	France.....	Pork Packer.	Spohn, J. V.	20 James St.		do	Barrister, &c.
McKay, Alex.	79 King St. E.		Canada.....	Proprietor Victoria Hotel.	Squire, M. J.	Hu'son & Ca'nnon Sts.		do	Accountant.
McKenzie & Osborne	9 King St.	1830	Scotland.....	Wool and Insurance Brokers.	Slater, I. T.	Main St.	1874	do	Commercial Master, Hamilton Collegiate Institute.
Morrison Bros. & Co.	16 King Wm. St.	1873	Canada.....	Wooden Ware Dealers.	Strong J. N.	James & Merrick Sts.	1844	U. S.	Manager Royal Hotel.
Moore, D. & Co.	100 King St. E.	1832	do	Founders and Tin-smiths.	Service, Robt. & Co.	78 & 80 James St. N.		Scotland.....	Wholesale Woolens.
McBride & C'Sullivan	10 John St. N.		do	Stoves and Tin-ware.	Swayze, Abram.	74 John St. S.		Canada.....	Proprietor Swazie's Hotel.
M. E. Book Concern	14 do	1844	do	M. E. Book Concern and Publishing House.	Sawyer, L. S.	Foot Wellington St.	1836	Mass.	Manufacturer of Agricultural Implements.
McCauley, Wm. R.	82 John St. S.	1874	Scotland.....	Painter.	Spears, Oliver.	50 John St. S.	1874	Canada.....	Groceries, Wines and Liquors.
Morrison, Thomas ..	86 & 88 John St. S.	1847	Ireland.....	Groceries, Flour, Feed, &c.	Sanford, Vail & Bick-ly.	47 King St. E.	1860	England.....	Wholesale Clothing Manufacturers.
Murray, A. & Co.	18 King St. E.	1853	Scotland.....	Importers, Silks, Laces, Velvets, &c.	Smith, G. B.	297 Barton St.		Canada.....	Land Owner.
Marshall, Thomas ..	King St.	1872	do	Grocer, Wine and Spirit Merchant.	Skinner, Jas. A. & Co.	27 King St. E.	1845	Scotland.....	Earthenware and Fancy Goods.
Morgan, Chas. E.	11 James St. N.		Canada.....	Exchange Brokers, &c.	Smith, Allan & Co.	Mary & Cannon Sts.	1870	Can. & Scot'l'd.	Lumber, Sash, Doors and Blinds.
McKeand, George.	11 John St. N.	1846	Scotland.....	do	Sadlier, Henry H.	24 Merrick St.		Canada.....	Barrister.
Moses, John.	James St.	1867	Holland.....	Wholesale Dealer in Cigars and Tobacco.	Taylor, Alfred J.	20 King St. W.	1872	England.....	Gents' Furnishing Goods.
Mechanics' Institute	James St.	1838	Canada.....		Thomas, C. L. & Co.	92 King St. W.	1854	do	Piano Forte Manufacturers.
McMahon, W. F.	88 King St. E.		do	Jeweler, Watchmaker and Optician.	Thompson, Wm.	202 McNab St.	1872	do	Machinist.
McGrath, E.	Jas. St. & Maiden La.	1854	Ireland.....	Wagon, and Carriage Maker.	Temple, Jno.	20 Catharine St.	1852	Ireland.....	Livery and Boarding Stables.
Mills, Wm.	King & Hess Sts.	1866	do	Proprietor Wentworth Carriage Works.	Turner, James.	Hughson St. S.	1848	Scotland.....	Wholesale Grocer.
Nicholson, Wm.	11, King St. W.	1845	Canada.....	Wood and Coal Dealer.	Treble, S. G.	8 King St. E.	1866	U. S.	Men's Furnishing Goods, Dominion Shirt Factory
Nicholson, Jno.	93 Main St. W.	1851	do	Builder.	Tarbox, N.	King St. E.	1869	U. S.	Lumber Dealer.
Nowlan, Owen.	Rebecca St.	1844	Ireland.....	Royal Livery Stables.	Trumpeller, D. W.	50 James St. N.	1863	U. S.	Cutter.
Northy, Thomas.	Wellington & K. Wm.	1838	England.....	Engine Builder.	Turnbull & Co.	John & King Wm Sts.	1842	Scotland.....	Tinsmithing, &c.
Nottle, Jacob L.	Wentworth St. S.	1854	do	Real Estate Agent.	Tyner, C.	Times Office.	1860	Canada.....	Editor "Times."
Osborne, James.	4 James St. S.	1832	Scotland.....	Wine Merchant and Grocer.	Virginia, N. H.	12 Market St.	1871	N. J.	Barber.
O'Dell, E. W.	138 Maiden Lane E.	1849	Ireland.....	Bread Peddler.	Victoria Mutual Fire Insurance Co.	Main & James Sts.	1863	Canada.....	Insurance.
O'Reilly & Ashbaugh	10 King St. W.		Canada.....	Solicitors.	Voll, Wm.	15 King Wm. St.	1867	U. S.	Union Hotel.
Osler, Wink & Gwyn	James St. S.	1862	Eng. Can. Scot.	Barristers.	Villars, H.	62 Catharine St.	1859	Normandy.....	Brigade Major, 3rd Brigade, 2nd Div., Can. da Militia
O'Keefe, D. C.	John & Main Sts.	1854	Ireland.....	Provincial Land Surveyor and Civil Engineer.	Van Slyke, Geo. W.	Victoria Ave.	1870	New York.....	Mathematical Master, Hamilton Collegiate Institute
Ogilvie, Wm.	48 John St. S.	1858	Scotland.....	Dry Goods.	White, Thos. jr.	118 James St.	1850	U. S.	M. D. and Coroner Wentworth County.
Pennington, M. A.	3 and 5 York St.	1853	England.....	Wholesale and Retail, Paints, Oils, &c.	Watson, James.	7 King St. W.	1856	Scotland.....	President Ancaster Knitting Co.
Proctor, Jno.	18 Merrick St.	1852	Scotland.....	Merchant.	Webster, W.	8 Market Sq.	1836	Canada.....	Wholesale and Retail Flour and Grain.
Phelp, James.	24 James St.	1845	England.....	Harness Maker.	Wheeler, S. H.	Park and York Sts.	1869	do	Commercial Hotel.
Pringle, J. D.	10 Main St. E.	1850	Canada.....	Barrister.	Walker, Thomas.	Nightengale St.	1833	England.....	Wagon Maker.
Pierce, C. E.	18 James St. N.	1858	England.....	Ready-Made Clothing and Gents' Furnishing Goods.	Williams, J. M.	76 James St. N.	1839	U. S.	M. P. P.
Patrick, Robert ..	105 John St. S.	1871	Scotland.....	Proprietor Robert Burns Hotel.	Wood, A. T.	295 King St. E.		Ireland.....	Hardware.
Roseburgh, J. W.	James St.	1856	Canada.....	M. D. and Surgeon.	Waddell, E. R.	31 John St. S.	1827	Canada.....	Barrister.
Ronan, P.	2 Market Sq.	1850	Ireland.....	Flour and Feed.	Wanzer, R. M. & Co.	King & Catharine Sts.	1860	U. S.	Manufacturer of Sewing Machines.
Ross, S. F.	Custom House.	1860	England.....	Deputy Collector Inland Revenue.	Wilde, E.	39 Robinson St.	1835	Canada.....	General Agent, Canadian Mutual Fire Insurance Co.
Reeves, A. L., jr.	45 McNab St.	1861	Canada.....	Grocer and Liquor Dealer.	White, Frank M.	King St. E.	1866	U. S.	
Rodger, John.	54 Market St.	1855	Scotland.....	Horse Shoe and Blacksmith.	Watkins, Thos. C.	30 & 32 King St. E.	1851	Ireland.....	Dry Goods, Millinery, Mantles, &c.
Roach, Geo.	43 Barton St.	1844	England.....	Gentleman.	Whipple, E.	Burlington St. E.	1845	U. S.	Livery and Boarding Stables.
Roach, Andrew W.	113 Stuart St.	1866	Ireland.....	Hotel Proprietor.	Wylie and Young.	7 Rebecca St.	1871	Canada.....	Forwarders and Vessel Owners.
Robertson, Thos.	James St.	1827	Canada.....	Barrister.	Williams, C. F.	6 & 8 Hughson St.	1838	England.....	Williams' Lunch Rooms.
Ryckman, S. S.	51 James St. N.		do	Estate Agent and Collector.	Wright, James.	28 Catharine St.	1868	do	Master Mariner.
Reid Jas.	67 King St. W.	1834	Scotland.....	Cabinet Maker and Upholsterer.	Webster James F.	Barton & Elgin Sts.	1852	do	Sewing Machine Manufacturer.
Reed, Wm.	75 Cannon St. E.	1838	do	Coal Dealer.	Wilson, Geo. & Son.	28 John St. N.		Canada.....	Proprietors and Publishers "New Dominion."
Reed, W. G. & Co.	22 John St. N.	1874	Can. & Scot'l'd.	Commission Merchants, Wine and Liquor Importers	Walker, W. F.	Can. Life Building.	1867	Canada.....	Barrister.
Rutherford, Geo.	25 King St.	1851	Canada.....	Wholesale Druggist.	Y. M. C. A.	22 King St. E.	1867	do	
Robertson, James.	20 King St. E.	1856	Scotland.....	Dry Goods.	Young, Hugh.	McNab & Vine Sts.	1846	Scotland.....	Brass Founder.
Robbins, M. B.	Mary & Wilson Sts.	1853	Canada.....	Parlor Grates, Iron Railings, &c.	Young, John Henry	13 4 McNab St.	1860	Ireland.....	Solicitor of Patents.
Reed, A. J. & Co.	King & Stevens Sts.	1868	U. S.	Grocers, Produce Dealers, &c.	Zurick, Wm. H.	51 James St. N.	1850	Canada.....	Collector and Land Agent.
Riddle, Jno.	James St. S.	1849	Canada.....	Stock Brokers.	Zimmerman, A.	50 do	1863	U. S.	Merchant Tailor.
Reed, James.				Machinist.					
Schrader, Frederick	14 King St. W.	1856	Germany.....	Wholesale, Cigars and Tobacco.					
Snider, Geo. H.	90 do	1873	Canada.....	Wholesale and Retail Flour and Feed.					

DUNDAS TOWN.

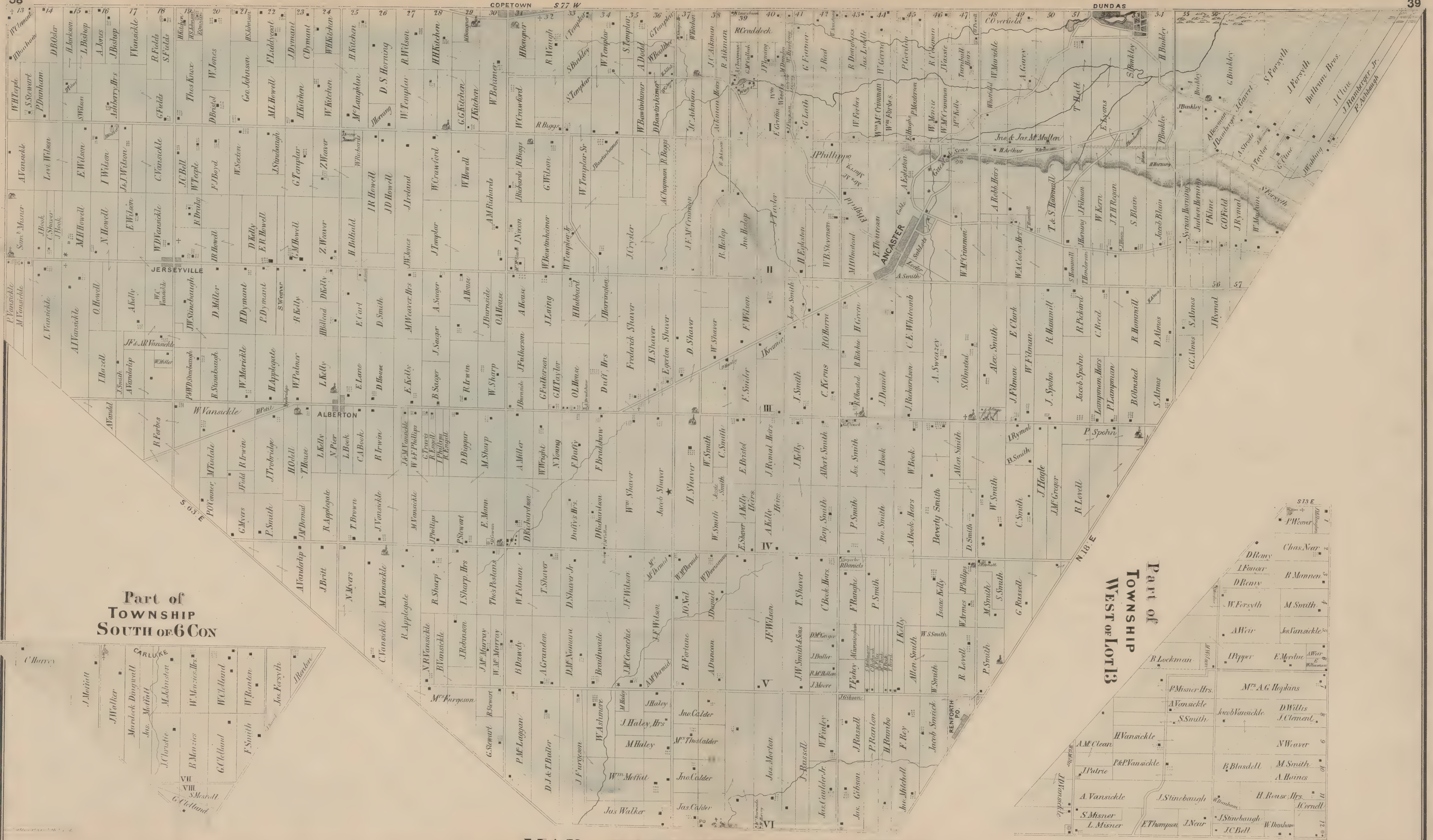
NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.
Begue, T. H. A.	King St.	1841	Canada.....	Attorney-at-Law	Laing, P. & R.	Main St.	1856	Scotland.....	Wholesale and Retail Grocers.
Barton, Geo. M.	do	1832	Ireland.....	Barrister	Latshaw, Isaac.	King St.	1845	Pennsylvania ..	Furniture Dealer and Undertaker.
Barton, Geo. W.	do	1852	Canada.....	Law Student.	Lawry, Chas.	Cor. York and Park.	1868	England.....	Tanner and Leather Dealer.
Babington, J. M.	Hatt St.	1837	England.....	Accountant.	Lees, George.	King St.	1837	Scotland.....	Baker.
Burns, Martin J.	King St.	1849	Canada.....	Shoe Dealer.	McMahon, James ..	do	1830	Canada.....	Physician, &c.
Babcock, Agnes Jane	do	1838	do	Hotel Keeper.	McKechnie & Bertram.	Hatt St.	1832	Scotland.....	Tool Builders.
Babcock, R.	do	1838	do	do	Mackay, John.	King St.	1866	do	Miller, &c.
Black, Mrs. Joseph ..	do	1873	Scotland.....	Fancy Goods.	Moore, R. W.	South St.	1846	Canada.....	Hardware Merchant.
Bennett, Alfred ..	do	1848	England.....	Restaurant and Billiards.	Osler, F. L.	Rectory.	1857	England.....	Rector English Church.
Burniston, John ..	do	1852	do	Carpenter and Builder.	Osler, B. B.	South St.	1857	Canada.....	Barrister.
Brady, Peter ..	do	1865	Ireland.....	Hardware Merchant.	Osler, Wink & Gwyn				Barristers.
Cowper, R. F. & Co.	do	1858	Canada.....	Furniture Dealers.	Passmore, Wm.	King St.	1841	Canada.....	Harness Maker.
Chaplin, F.	do	1863	England.....	Meat Market Proprietor.	Powell, Wm.	Monish's Store.	1857	England.....	Salesman.
Cormican, James.	do	1873	Ireland.....	Dealer in Dry Goods and Groceries.	Pitt, Joshua.	Cor. King & Napier.	1855	do	Builder.
Clark, Thomas.	do	1874	England.....	Collector of Customs.	Palmer, Horatio.	do do	1841	do	do
Dundas Tool and Machine Co.	King and Head Sts.	1873		Manufacturers of Tools and Machinery.	Quarrier, John.	Mill St.	1874	do	Miller and Grain Merchant.
Duggan, Michael ..	King St.	1837	Ireland.....	Tailor.	Rumsey, C. S.	Main St.	1871	Canada.....	Canadian Bank of Commerce.
Davis, John H. & Son	do	1857	Massachusetts.	Boot and Shoe Dealers.	Rankin, John.	King St.	1855	Scotland.....	Merchant.
Enright, J. & Bro.	do	1862	Ireland.....	Liveryman.	Ryckman, E. B.	Ogilvie Terrace.	1830	Canada.....	Governor Dundas Wesleyan Institute.
Eager, S. C. & Son.	do	1863	do	Farmer.	Revell, George.	King St.	1834	do	Plasterer and Builder.
Forsyth John.	Hatt St.	1834	Canada.....	Manufacturer of Agricultural Implements.	Riley, P. B.	Main St.	1828	do	Hotel Keeper.
Fisher, Israel.	King St.	1874	Germany.....	Carpenter.	Rutherford, H. C.	King St.	1861	Egypt.....	Physician and Surgeon.
Fisher, John A.	do	1846	Canada.....	Paper Manufacturer.	Somerville, James.	King St.	1834	Canada.....	Publisher "Banner."
Forsyth & Co.	Hatt St.	1857	do	Manufacturer of Agricultural Implements.	Smith, J. Findlay ..	do	1851	Scotland.....	Hardware Merchant.
Graffon, James B.	Cor. Park and Cross	1853	do	Merchant.	Shannon, Jacob.	do	1820	Canada.....	Hotel Keeper.
Gray, W. R.	York St.	1852	do	Manufacturer of Agricultural Implements.	Shell, Wm.	do	1872	do	Grocer.
Graham, Wm.	King St.	1854	do	Grocer.	Smyth, W. G.	Main St.	1873	Scotland.....	do
Goold, H.	do	1857	do	Hotel Keeper.	Taylor, C. E. S.	King St.	1862	Canada.....	Physician, &c.
Greening, Timothy.	Governor's Road.	1860	England.....	Manufacturer of Wire Cloth.	Thornton, John M.	Cor. Melville and Cross Sts.	1842	Scotland.....	Postmaster, Express Agent, &c.
Hart, E. G.	King St.	1844	Canada.....	Printer.	Walker, A. H.	Main St.	1851	Scotland.....	Physician.
Hazelwood Wm.	do	1834	England.....	Furniture Dealer.	Wilson, Thos.	Hatt St.	1843	do	Grocer.
Hall, W.	do	1859	do	Retired Farmer.	Wright, M. & Co.	East limits of town.	1872	do	Manufacturers.
Howrigan, J.	Hatt St.	1842	Canada.....	Axe Manufacturer.	Williams, J. B.	King St.	1872	Canada.....	Brewers.
Hanes, Francis P.	do	1828	Canada.....	Balliff.	Wentworth County S. S. Association	Cor. Hatt & Matilda Sts.	1872	Wentworth Co.	Proprietor Dufferin House.
Herald, Rev. James.	St. Andrew's Manse	1859	Scotland.....	Presbyterian Clergyman of the Church of Scotland					
Jull, Samuel.	Market St.	1869	Canada.....	Carpenter and Joiner.					
Kennedy, Thomas.	Hatt St.	1843	Scotland.....	Boiler Maker.					
Lucas, Benjamin.	King St.	1852	Ireland.....	Shoe Dealer.					

ANCASTER.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.		
Applegate, Geo.	Lot 27	Con. 5	1842	England	Alberton	Farmer and Stock Raiser.	Moffat, John	" 36	" 7	1853	Canada	Carluke	Farmer and Stock Raiser.
Bennett, James	" 32	" 5	1852	Canada	Renforth	Store, Dealer in General Merchandise	Mallett, John	" 38	" 5	1840	do	Harrisburg	Teacher.
Butter, David	" 32	" 6	1842	Scotland	Carluke	Farmer and Stock Raiser.	McLean, Andrew	" 9	" 2	1870	do	Lynden	Farmer and Saw Mill.
Butter, John	" 32	" 6	1842	do	do	do	Orton, Henry	Village.	" 2	1857	England	Ancaster	M. D., Chaplain of Grange.
Butter, Robert	" 32	" 6	1842	do	do	do	Olmstead, B. F.	Lot 53	Con. 3	1843	Canada	do	Farmer and Stock Raiser.
Binkley, M.	" 54	" 1	1898	Canada	Dundas	do	Palmer, Wm.	" 23	" 4	1851	do	Alberton	do
Brown, W. G.	" 13	" 2	1867	do	Lynden	Methodist Episcopal Minister.	Palmer, A.	" 23	" 4	1853	do	do	do
Bawtinheimer, Jas.	" 34	" 2	1850	do	Copetown	Farmer and Stock Raiser.	Prentice, John	Alberton Village.	" 2	1856	Scotland	do	Dealer in General Merchandise.
Chapman, Alex.	" 39	" 1	1856	Scotland	Ancaster	Miller and Farmer.	Regan, James T. H.	Lot 52	Con. 2	1855	Canada	Ancaster	Farmer and Stock Raiser.
Crysler, James	Lots 35 & 36	" 2	1842	Canada	do	Farmer and Stock Owner.	Richards, John	" 31	" 2	1852	do	Copetown	Farmer and Carpenter.
Calder, James	" 37 & 38	" 6	1842	Scotland	Carluke	Farmer, Stock Raiser and Magistrate.	Richards, Abel. M.	" 30	" 2	1829	do	do	Farmer and Stock Raiser.
Calder, John	" 37 & 38	" 6	1842	do	do	Farmer and Stock Raiser.	Richardson, John	" 45	" 3	1843	Scotland	Ancaster	do
Calder, Mrs. John	" 37 & 38	" 6	1842	do	do	Farmer.	Richardson, Dr. H.	Ancaster Village.	" 1	1844	Canada	do	Physician and Surgeon.
Dewar, Wm.	Lot 45	" 2	1857	West Indies	Ancaster	Ancaster Knitting Company.	Rouse, Alfred	Lot 11	Con. 1	1851	do	Lynden	Farmer.
Daniels, John	" 38	" 5	1813	Canada	do	Retired Farmer.	Rumbold, Henry	" 44	" 6	1850	England	Renforth	Farmer and Stock Raiser.
Daniels, John A.	" 38	" 5	1843	do	do	Farmer & Dealer in Lumber, Lath, &c	Stevenson, F. C.	" 42	" 2	1850	Scotland	Ancaster	do
Daniels, David	" 44	" 4	1837	do	do	Farmer and Stock Owner. [Grange]	Stevenson, R. S.	" 42	" 2	1852	do	do	do
Egleston, Harris	" 41	" 2	1841	New York	do	Farmer, Stock Raiser, Miller, Sec. of	Shaver Egerton	" 36	" 4	1840	do	do	Farmer, Fruit Grower & Stock Raiser.
Egleston, Alonzo	Village of Ancaster.	" 1845	do	do	do	Reeve of Tp. Farmer, Foundry, Woolen	Stenabough, Herman	Jerseyville.	" 4	1846	Canada	Jerseyville	Dealer in General Merchandise.
Epps, Thos. E.	Lot 33	Con. 5	1871	Canada	do	Farmer and Stock Raiser. [Mills]	Smith, Jesse	Lot 49	Con. 4	1837	do	Ancaster	Farmer and Saw Mill. [the Peace.
Findlay, Wm	" 42	" 6	1842	Scotland	Mount Hope	do	Shaver, Daniel	" 36 & 37	" 3	1813	do	do	Farmer, Stock Raiser, and Justice of
Green, H. H.	" 43	" 3	1852	Canada	Ancaster	do	Snider, Frederick	" 38	" 3	1832	do	do	Farmer and Stock Raiser.
Gibson, James	" 43	" 6	1842	Scotland	Glanford	do	Somerville, Adam	" 39	" 7	1851	Scotland	Carluke	Flouring Mill and Saw Mill.
Harrington, James	" 34	" 5	1854	Ireland	Ancaster	do	Smith, Alexander	" 3	" 3	1844	Canada	Ancaster	Farmer and Stock Raiser.
Henderson, Edward	Village of Ancaster.	" 1873	Canada	do	Hotel, Livery, Feed, and Exchange	Smith, Wm. S.	" 48	" 4	1826	do	do	do	do
Hammill, Thos	Lot 49	Con. 2	1838	do	Farmer and Stock Raiser.	Smith, Dennis	" 47	" 4	1837	do	do	do	do
Heslop, John	" 39	" 2	1829	England	do	Farmer, Clerk and Treasurer of Tp.	Smith Crowell	" 49	" 4	1826	do	Renforth	do
Horning, J. H.	" 25 & 26	" 1	1822	Canada	Copetown	Farmer and Pedlar.	Swasey, Andrew J.	" 46	" 3	1853	do	Ancaster	Farmer and Fruit Grower.
Hubbard, M. I.	" 33	" 3	1862	England	Ancaster	do	Smith, James	" 16	" 3	1108	do	do	Retired Farmer.
Kouse, Albert	" 31	" 3	1848	Canada	do	Farmer and Stock Raiser.	Shaver, Thos.	" 41	" 5	1825	do	do	Farmer and Stock Raiser.
Howell, Geo. M.	" 22	" 2	1815	do	Jerseyville	do	Shaver, Mrs. Thos.	" 1851	" 5	1851	England	do	do
Howell, E. B.	" 22	" 2	1838	do	do	do	Swartz, John L.	Jerseyville.	" 4	1836	Canada	Jerseyville	Wagon and Pump Maker.
Howell, Moses H.	" 15	" 3	1802	New Jersey	do	Farmers and Saw Mill Owners. [Agt]	Shaukland, Henry	Lot 39	Con. 4	1814	Scotland	Dundas	Farmer.
Howell, Obed	" 15	" 3	1837	Canada	do	Farmer, Stock Raiser, and Machine	Smith, Mathias	" 4	" 1	1814	Canada	Harrisburg	Farmer and Stock Raiser.
House, Thos. S.	" 23	" 4	1837	do	Alberton	do	Smith, John W.	" 41	" 5	1843	Virginia	Carluke	do
Hopkins, Mrs. A. G.	" 7	" 1	1851	do	Lynden	do	Smith, Allan	" 46 & 47	" 4	1826	Canada	Ancaster	Farmer and Fruit Grower. [Yarns, &c.
Hendershott, Peter J	" 19	" 3	1831	Canada	Jerseyville	Manufacturer of Pumps.	Taylor, Sylvester	" 1862	" 4	1862	England	do	Mfr. of Woolen Tweeds, Flannels,
Ireland, John	" 27	" 2	1860	England	Copetown	Farmer and Stock Raiser.	Templer, Isaac	" 27	" 1	1850	Canada	Copetown	Farmer.
Kitchen, Isaac	" 29	" 1	1816	Canada	do	Farmer.	Templer, Wm. J.	" 33	" 2	1823	do	Ancaster	Farmer and Stock Raiser.
Kitchen, Geo. G.	" 28	" 1	1824	do	do	Farmer and Stock Raiser.	Templer, Geo.	" 23	" 2	1835	do	Jerseyville	do
Kitchen, Henry H.	" 28 & 29	" 1	1809	do	do	Farmer and Magistrate.	Thureson, W. H.	Village of Ancaster.	" 1848	" 3	1848	do	Mfr. of Agricultural Implements.
Kerns, Christopher	" 42	" 5	1871	do	Anca-ter	Farmer and Stock Raiser.	Vansickle, A. R.	Lot. 18	Con. 3	1843	do	Jerseyville	Farmer and Stock Raiser.
Kelley, Allan	" 41	" 4	1807	do	do	do	Vansickle, M. A.	" 18	" 3	1836	do	do	Fruit Grower.
Kitchen, Wm.	" 37	" 1	1816	do	Copetown	do	Vassie, John	" 46	" 1	1859	Scotland	Dundas	Farmer and Stock Raiser.
Lovett, Robert	" 47	" 5	1837	England	Renforth	do	Vansickle, Abram	" 14 & 15	" 3	1804	New Jersey	Jerseyville	Farmer and Breeder Thorough-Breds.
Laing, John	" 32	" 3	1856	Scotland	Ancaster	do	Wagh, Robert	" 32	" 1	1871	Scotland	Ancaster	Farmer and Stock Raiser.
Miller, Daniel, H.	" 20	" 3	1825	Canada	Jerseyville	do	Walker, Thomas	" 37	" 7	1847	Canada	Carluke	do
Moffat, Wm.	" 36	" 6	1838	Scotland	Carluke	do	Walker, Wm.	" 37	" 7	1849	do	do	do
Moffat, James	" 38	" 7	1835	do	do	Retired Farmer.	Walker James	" 36	" 6	1838	Scotland	do	do
McConachie, John	" 35	" 5	1863	do	do	Farmer and Saw Mill.	Wilson, J. F.	" 35	" 5	1845	Penn.	Ancaster	Farmer, Magistrate and Lumber Mer-
McLogan, Peter	" 31	" 6	1842	do	do	Farmer and Magistrate.							[chant.

BEVERLEY.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.			
Allan, John	Lot 6	Con. 8	1853	Canada	Clyde	Farmer.	Misener, C	" 8	" 2	1798	do	do	Retired.	
Archer, George	" 28	" 7	1836	England	Westover	do	Misener, J. & C.	" 7	" 2	1818	do	do	Grain and Fruit Dealers.	
Armstrong, Hugh	" 13	" 4	1832	do	Rockton	do	" 9	" 2	1839	do	do	do	do	
Allan, David	" 5	" 8	1855	Canada	Clyde	do	Mulholland, H. A.	" 7	" 2	1823	do	do	do	do
Bradley, John G.	" 2	" 1	1853	do	Copetown	Carpenter.	Misener, Sidney	" 10	" 3	1851	do	do	do	Carpenter.
Bennett, John	" 21	" 1	1828	do	do	Farmer and Deputy Reeve.	Miers, Leonard R.	" 18	" 3	1851	do	Lynden	do	Blacksmith.
Blasdel, John	" 3	" 3	1832	do	Troy	Grain and Fruit Dealers.	McQueen, James, Sr.	" 19	" 7	1833	Scotland	Kirkwall	do	Yeoman.
Bannen, Richard	" 19	" 4	1841	do	Rockton	Township Councillor and Miller.	Menzies, Wm.	" 16	" 7	1836	do	do	do	Farmer and Deputy Reeve.
Bugner, Henry	" 32	" 1	1834	do	Copetown	Farmer.	McKenzie, D. A.	B. F.	" 6	1840	Canada	Branchton	do	Farmer and Dairyman.
Bowman, Joseph	" 28	" 1	1863	do	do	Lumberman.	McKilligan, C.	Lot 2	" 9	1829	Scotland	Galt	do	Farmer.
Burrell, George	Westover.	" 1854	England	Westover	do	General Store.	McKilligan, A.	" 2	" 9	1850	Canada	do	do	do
Boyce, James	do	" 1848	Canada	do	Wagoner and Blacksmith.	McNichol, A. R.	" 6	" 10	1856	do	Clyde	do	General Merchant and P. M.	
Chambers, H.	Lot 9	Con. 4	1839	do	Troy	Farmer.	McKenzie, Simon	B. F.	" 6	1829	New York	Branchton	do	Farmer and Dairyman.
Cope, Jacob	" 32	" 1	1799	do	Copetown	do	McCormick, James.	Lot 27	" 3	1851	Scotland	W. Flamboro	do	Farmer.
Cope, Jacob	" 32	" 1	1799	do	Copetown	do	McDonald, Wallace	Rockton.	" 1836	United States.	Rockton	do	do	Clerk of the Township Court.
Cornell, F. W.	" 33	" 1	1845	do	W. Flamboro	do	Mann, Martin	Lot 35	Con. 3	1841	Canada	W. Flamboro	do	Farmer.
Christie, R.	" 36	" 2	1833	Scotland	do	Lumberman and M. P. P.	McQueen James, Jr.	" 19	" 7	1833	Scotland	Kirkwall	do	Store-keeper.
Cornell, S. C.	" 36	" 2	1830	Canada	do	Farmer.	McKnight, Thos	" 24	" 6	1836	Ireland	do	do	Farmer.
Cornell, Benny	Rockton.	" 1829	do	Rockton	General Store, P. M. and Town Treas.	do	Mills, James	Westover.	" 1840	Canada	Westover	do	Store-keeper.	
Coverdale, John	Lot 30	Con. 1	1843	England	Copetown	Farmer.	McIntosh, Benj.	" 1857	" 1857	Scotland	do	do	Postmaster.	
Clement, John	" 14	" 3	1832	do	Troy	Reeve of Beverly Township.	McNeilly, Arthur	Lot 35	Con. 5	1847	Ireland	do	do	Farmer.
Cornell, Jeremiah	" 11	" 1	1831	Canada	Lynden	Farmer and Stock Raiser.	McKnight, Andrew	" 22	" 5	1833	do	Rockton	do	do
Clement, Firman	" 8	" 1	1870	do	do	do	Nisbet & Herbert	" 28, 29	" 6	" 1844	Scotland	Westover	do	Lumbermen.
Cooley, Preserved	" 3	" 4	1814	do	Sheffield	Farmer and J. P.	Nicol, James	" 35	" 6	1844	Canada	do	do	Farmer.
Cooley, A.	" 4	" 4	1811	do	Troy	Farmer.	Neff, J. R.	" 6	" 3	1861	do	Troy	do	Merchant and Postmaster.
Clooting, James	" 3 & 4	" 9	1844	England	Galt	Retired.	Nisbet, W.	" 18	" 3	1837	do	Lynden	do	Farmer and Timber Merchant.
Decker, Peter	" 32	" 3	1818	Canada	W. Flamboro	Farmer.	Orr, James E.	" 12	" 1	1860	do	do	do	Merchant and Postmaster.
Dykeman, A. M.	" 20	" 4	1848	do	Rockton	Carpenter and Joiner.	Oliver, R.	" 3	" 8	1834	Scotland	Galt	do	Farmer.
Ellerton, Thomas	" 20	" 6	1835	England	do	Farmer.	Oliver, John	" 7	" 9	1847	do	Clyde	do	Farmer and Drover.
Elliott, James	" 6	" 9	1840	Scotland	Clyde	do	Purdy, Thomas	" 31	" 5	1854	Ireland	Westover	do	Blacksmith.
Field, S.	" 29	" 1	1834	Canada	Copetown	do	Parker, Robert	" 21	" 7	1834	England	Kirkwall	do	Farmer.
Frier, John	" 17	" 7	1838	do	Kirkwall	do	Purdy, Hugh	" 23	" 6	1851	Ireland	Westover	do	do
Fleming, Chas.	" 4	" 6	1836	New Jersey	Sheffield	Farmer and Dairyman.	Ricker, Christopher	" 7	" 6	1830	Germany	Sheffield	do	Farmer and Cheese Manufacturer.
Fleming, Thos	" 20	" 2	1844	Ireland	W. Flamboro	Farmer.	Richard, Joseph	" 7	" 6	1838	Wales	do	do	Blacksmith and Wagoner.
George, James	" 31	" 3	1845	Canada	do	do	Sharp, Charles	" 28	" 1	1870	England	W. Flamboro	do	Farmer.
Godfrey, Adam	" 17	" 8	1843	Germany	Kirkwall	do	Smith, Joseph	" 34	" 2	1853	Canada	do	do	do
Green, Simon	" 9	" 9	1842	Canada	Clyde	do	Sclater, Charles	" 35	" 2	1867	Scotland	do	do	Cheese Manufacturer.
Garroch, James	" 7	" 7	1835	Scotland	Sheffield	Retired.	Shaver, Lemuel	" 31	" 6	1848	Canada	Westover	do	Wagoner and Blacksmith.
Head, Thomas	" 27	" 1	1832	Canada	Copetown	Farmer and Shipper of Produce.	Stevenson, William	" 34	" 5	1834	Ireland	do	do	Farmer.
Harris, John E.	" 19	" 2	1822	do	Lynden	Farmer.	Sager, James	Blk. D	" 4	1827	Canada	Troy	do	Farmer and Cheese Manufacturer.
Henderson, Wm. Jr.	" 22	" 5	1835	England	Rockton	do	Steele, J. W.	Lot 7	" 6	1849	Scotland	Sheffield	do	Blacksmith.
Hunter, R. & W.	" 26	" 4	1848	Ireland	do	do	Sipes, Nelson	Sheffield.	" 1816	Canada	do	do	do	Retired.
Hunter, Andrew	" 30	" 4	1846	Canada	W. Flamboro	do	Thompson, Robt. Sr.	Lot 24	Con. 1	1823	do	Lynden	do	Farmer, Wood Dealer and Sawyer.
Haines, Abram	" 36	" 3	1822	do	do	do	Thompson, Adam	" 25	" 1	1818	England	Copetown	do	Farmer.
Humphrey, J.	" 8	" 4	1841	England	Troy	do	Thompson, Thos.	" 24	" 2	1819	Canada	W. Flamboro	do	do
Huntley, Cyrus	" 1	" 4	1853	Canada	St. George	do	Turner, F.	" 16	" 7	1852	do	Copetown	do	Cheese Manufacturer.
Inksetter, R.	" 33	" 1	1835	Scotland	Copetown	do	Vansickle, George	Lynden.	" 1832	do	Lynden	do	do	Proprietor of the Lynden House.
Ireland, Wm.	" 23	" 3	1842	do	Rockton	do	Vansickle, B.	Lot 12	Con. 1	1808	do	do	do	Farmer and Miller.
Jackson, M.	" 13	" 4	1838	England	Troy	do	Vanevery, A. A.	" 3	" 5	1845	do	Sheffield	do	do
Jameson, Wm	" 6	" 9	1847	Canada	Clyde	do	Wood, Wm. & Co.	" 36	" 2	1860	Scotland	W. Flamboro	do	Store-keeper
Jones, Geo	" 33	" 2	1808	do	W. Flamboro	do	Wood, Peter	" 30	" 2	1825	Canada	Copetown	do	Lumberman.
Kernighan, Andrew	" 20	" 4	1838	Ireland	Rockton	do	Wilson, Wm.	" 31	" 6	1840	Canada	Westover	do	Inn-keeper.
Kinney, James	" 14	" 6	1846	England	do	do	Wood, Lewis	" 2	" 3	1819	New York	Troy	do	Farmer.
Lemon, Wm	" 20	" 2	1832	do	Lynden	do	White, Hugh	" 1	" 6	1843	Canada	Branchton	do	Farmer and Dairyman.
Lindson, John	" 34	" 6	1833	Scotland	Westover	Miller.	Young, William	" 25	" 6	1850	Ireland	Westover	do	Farmer and Free-stone Quarrier.
Lindson, John	" 4	" 8	1844	Ireland	Copetown	Farmer.								
Miller, John	" 4	" 8	1844	Canada	Troy	Farmer.								
Mulholland, W	" 10	" 2	1851											



Part of
TOWNSHIP
SOUTH OF 6 CON

Part of
TOWNSHIP
WEST OF LOT 13

MAP OF TOWNSHIP OF ANCASTER

GLANFORD.

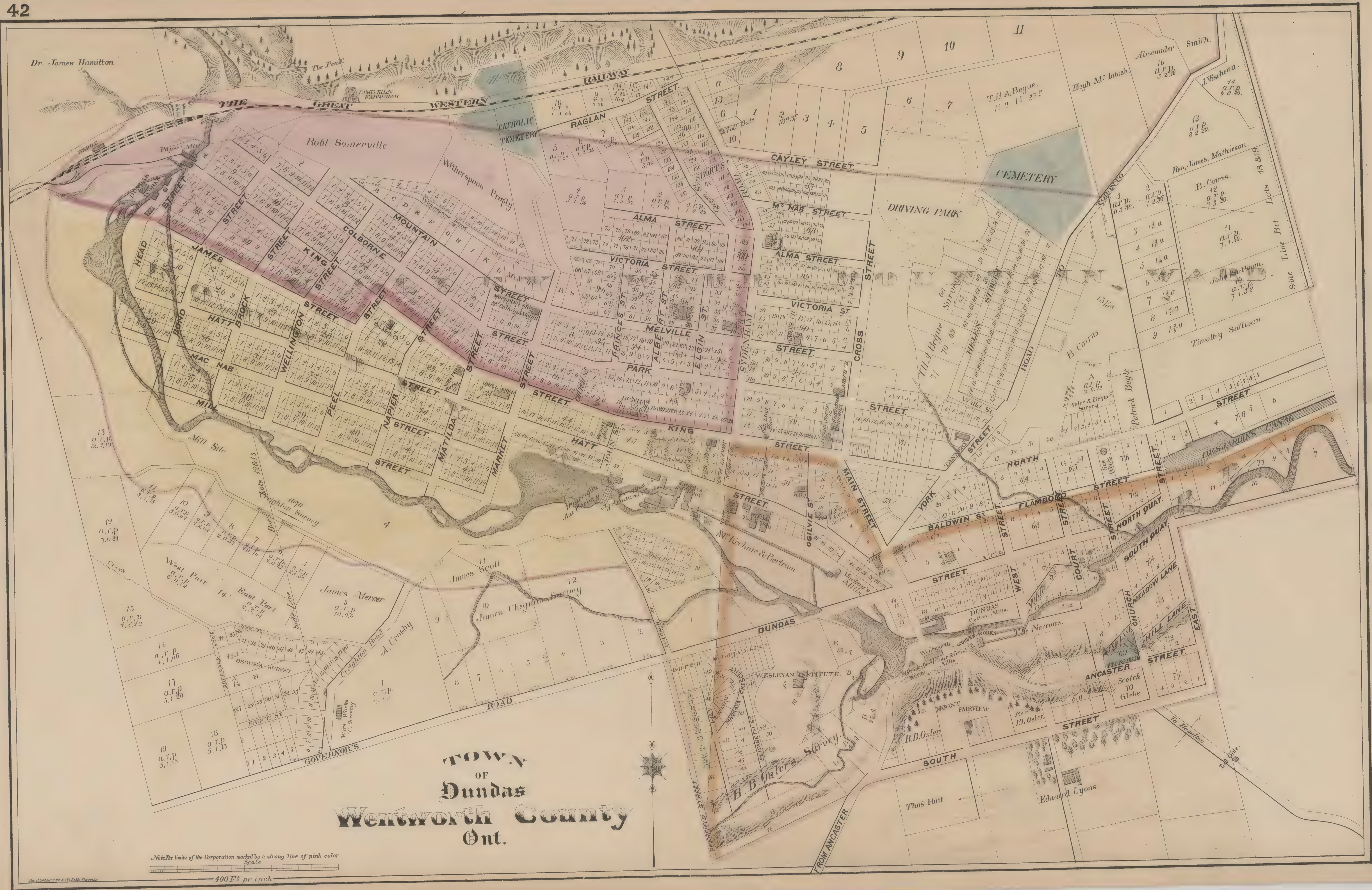
NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	BUSINESS.
Allan, William	Lot 6 Con. 1	1845	England	Ryckman's Corners, Blacksmith & Farmer.	Mariele, James	" 5 " 3	1814	do	do do Farmer & Builder.
Armstrong, William	" 6 " 5	1855	do	Glanford, Blacksmith & Farmer.	Meale, John	" 5 " 4	1851	England	Glanford, Wagon-maker.
Bethune, Alex.	" 5 " 4	1858	Scotland	do M. D. & Reeve of Glanford.	Potts, C. D.	" 7 " 3	1863	Canada	North Glanford, Farmer.
Bates, Joseph	" 4 " 3	1824	Canada	North Glanford, Farmer & Councilor.	Reed Henry	" 6 " 6	1869	do	Glanford, do
Bethune, Wm. F.	" 2 " 4	1869	Scotland	Glanford, Farmer.	Renton, John	" 1 " 6	1834	Scotland	do do
Bell, George	" 13 " 7	1832	England	Renton Station, do	Smith, W. L.	" 5 " 5	1838	Canada	do do
Binkly, Aley	" 2 " 1	1806	Canada	Ryckmans Corners, do	Smith, Gideon	" 2 " 6	1815	do	do do
Calder Wm. M.	" 6 " 4	1844	Scotland	Glanford, do and Deputy Reeve.	Smith, Geo. F.	" 3 " 5	1820	do	do do
Cox, John	" 14 " 8	1838	Canada	Tynside, do	Shaw, Wellington	" 6 " 7	1842	do	do do
Cook, Jonathan	" 15 " 9	1849	England	Renton Station, do	Smith, Silas C.	" 1 " 3	1822	do	North Glanford, do
Chase, Henry	" 6 " 2	1820	Canada	North Glanford, do	Shaw, James	" 5 " 7	1836	do	Glanford, do
Clark, Wm.	" 7 " 7	1818	do	North Seneca, do	Smith, Robert	" 1 " 7	1845	Scotland	do do
Cox, James	" 14 " 4	do	do	Hamilton, do	Terryberry, Jacob	" 6 " 3	1815	U. S.	North Glanford, Farmer & Propr. Sawmill & Tavern.
Duncan, James	" 10 & 11 " 8	1867	do	Tynside, do	Tydd, John B.	" 9 " 2	1846	Canada	Glanford, do
Davidson, James	" 16 " 7	1844	Scotland	Renton Station, do	Terryberry, Wm. T.	" 5 " 4	1844	do	do do
Dickinson, Edward	" 5 " 2	1855	England	North Glanford, P. M. Moulder &c.	Tydd, James H.	" 9 " 2	1851	do	North Glanford, do
Ellis, Henry	" 8 " 3	1856	Ireland	do do Farmer & Collector.	Terryberry, Robt.	" 5 " 3	1850	do	do do
Gillan, John	" 13 " 9	1869	Canada	Tynside, Blacksmith.	VanMere, James	" 14 " 3	1843	do	Hannon P. O. do
Jerome, John W.	" 3 " 1	1822	do	Glanford, Farmer.	Weylie, John	" 12 " 7	1850	Ireland	Renton Station, do
Kern, D. W.	" 8 " 8	1838	do	North Glanford, Farmer and Thresher.	Webber, Thomas	" 9 " 5	1868	England	Glanford, do
King, Samuel	" 5 " 2	1852	do	North Glanford, Building Mover.	Wilkinson, Thomas	" 10 " 7	1856	do	Renton Station, do and P. M.
McClemont, John	" 5 " 4	1856	Scotland	Glanford, Boot & Shoe Manufacturer.	White, William	" 7 " 1	1867	do	Ryckmans Corners, Farmer.
Mason, David	" 5 " 2	1840	Canada	North Glanford, Hotel-keeper.	Yoe, John	" 7 " 1	1835	do	do do do and Dairyman.

WEST FLAMBORO'.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	P.O. OFFICE.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.
Anderson, Joseph	Lot 7 Con. 3	1834	Ireland	Greenville.	Farmer.	Hove, F. W. & Son.	Lot 8 Con. 2	1847	do	Greenville.	Lumber Dealer.
Barron, Walter	" 11 " 2	1839	Scotland	BullocksCor's	Hotel Proprietor.	Hayes, Michael	" " 3	1853	Ireland	Hayesland...	Toll-gate-keeper.
Bear, Frederick	" 9 " 2	1857	Germany	Greenville.	Merchant Tailor.	Horning, John L.	" 19 " 2	1836	Canada	Dundas	Farmer.
Bain, Thomas	" 6 " 8	1837	Scotland	Strabane	M. P.	Hayes, John	" 22 " 2	1874	Ireland	do	do
Burbank, John	" 1 " 2	1859	Canada	W. Flamboro	Sewing Machine Agent.	Hamilton, Dr. Jas.	" 11 12 & 13 " 2	1818	Scotland	Dundas	Physician.
Baker, John, Jr.	" " 3	1842	do	Waterdown.	Farmer.	Keagey, W. H.	" 16 " 2	1843	Canada	do	Farmer.
Bowman, Jonathan	" 18 " 3	1830	Penn.	Dundas	do	Lawson, John	" " 4	1856	England	Greenville.	Blacksmith.
Binkley, Samuel	" 15 " 3	1806	Canada	do	do	Morris & Bro	" 9 " 1	1857	do	do	Millers.
Binkley Geo.	" 11 " 3	1815	do	Greenville.	do	Morden, W. James	" 9 " 1	1840	Canada	BullocksCor's	Merchant & P. M.
Binkley, W. D.	" 15 " 3	1836	do	Dundas	do	Maule, Peter	" " 2	1821	do	Greenville.	Hotel Proprietor.
Bover, Jesse	" 21 " 2	1857	England	do	Sawyer.	Morden, John	Freelton.	1822	do	Freelton	do do
Bover, John	" 20 " 2	1857	do	do	do	Murray, Duncan	Lot 12 Con. 11	1841	do	do	Farmer & Lumber Dealer.
Bover, George	" 22 " 2	1857	do	do	Wagon Maker & Blacksmith.	Morden, P. C.	" 22 " 2 & 3	1829	do	Dundas	Farmer.
Begg, Adam	" 13 " 4	1834	Scotland	Millgrove	Farmer.	Markle, M. D.	" 10 " 3	1834	do	Greenville.	do
Currie, George	Freelton.	1853	do	Freelton.	Blacksmith.	Markle, James K.	" 10 " 3	1807	do	do	do
Carson, Henry, Jr.	Lot 11 Con. 7	1837	Canada	Strabane.	Farmer.	Morden, Jonathan	" 7 " 2	1822	do	do	Miller.
Crosbie, Andrew	" 13 " 1	1831	Scotland	Dundas	Traveling Agent.	Mills, Mac	" 20 " 2	1845	do	Dundas	General Agent.
Chegwire, James	Governor's Road.	1844	England	do	Farmer.	Macdonald Jas. & Co	West Flamboro.	1862	Scotland	W. Flamboro'	Paper Manufacturers.
Curtis, Thomas	Lot 25 Con. 2	1856	do	Waterdown.	do	Peebles, Robert F.	Lot " Con. 1	1844	Canada	do	Grocer & Shoe Dealer.
Dunkin, Thomas	" 9 " 3	1843	Ireland	Greenville.	do	Peebles, Mathew	" 7 " 7	1835	Ireland	Strabane	P. M. & Dry Goods Merchant.
Durrant, Henry F.	" 9 " 4	1834	England	do	do	Purdy, John	" " 7	1859	do	do	Blacksmith.
Freel, Patrick	Freelton.	1835	Ireland	Freelton	Fire & Life Insurance Agent.	Ross, John	Freelton.	1862	Scotland	Freelton	Dir. in Dry Goods & Groceries.
Fraser, Hugh	Lot 10 Con. 1	1849	Scotland	BullocksCor's	Grocer & Deputy P. M.	Ray, Francis	Lot 10 Con. 5	1847	Ireland	Hayesland	Farmer & Lime Manufacturer.
Forster, Walter	" 4 " 3	1844	do	W. Flamboro	Farmer.	Smith, Isaac	" 18 " 2	1837	Canada	Dundas	Farmer.
Filman Pricilla	" 11 " 2	1834	Canada	Greenville.	Farmer's Wife.	Tunis, John	" 12 & 13 " 2	1821	do	Greenville.	do
Granger, Robert	" 7 " 3	1862	England	do	Farmer.	Tunis, William	" 12 13 & 14 " 2	1816	do	do	do
Galloway, T. A.	Freelton.	1851	Canada	Freelton	Harness Maker.	Webster, Joseph	" 10 & 11 " 1	1820	England	Dundas	Merchant Miller.
Gilmour, Geo.	Lot 1 Con. 6	1845	Scotland	Westover	Farmer.	Wishart, Kenneth	" 7 " 1	1820	Canada	BullocksCor's	Farmer, Merchant & Tp. Treasurer.
Groyn, Gerald	Craig Darrock.	1873	England	Dundas	do						

EAST FLAMBORO'.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.
Allison, George	Lot 6 Con. 10	1850	Canada	Carlisle.	Farmer and Lumber Merchant.	Gray, James	Pt. of 10 B. F.	1843	do	Aldershot	Farmer.
Allison, George N.	" 3 " 9	1856	do	do	Farmer.	Gallagher, Samuel	Lot 8 Con. 6	1844	do	Waterdown	do
Alderson, John, Sr.	" 3 " 7	1843	England	do	do	Hill, Abram	" 6 " 1	1832	England	Aldershot	do
Attridge, Thomas	" 5 " 7	do	Canada	Waterdown	Lumber Dealer.	Hopkins William	" 13 " 1	1845	Canada	Hamilton	do
Alderson, Chris	Waterdown.	1844	England	do	Proprietor Union Hotel.	Horning, William G.	" 7 " 2	1810	do	Waterdown	Retired.
Brown, Alexander	Lot 6 B. F.	1850	Canada	Aldershot	Forwarder.	Kievel, James	" 5 " 8	1854	do	Carlisle	Lumber Merchant.
Blagden, Edward	" 4 Con. 7	1831	Nova Scotia	Carlisle	Farmer.	Knight, John	Waterdown.	1854	England	Waterdown	Lumberman.
Binkley, David	" 5 " 8	1850	Canada	do	do	Long, John	Lot 12 Con. 3	1814	Canada	do	Farmer and School Trustee.
Campbell, John S.	" 9 B. F.	1866	do	Aldershot	do	Misener, W. D.	Waterdown.	1871	do	do	Carriage Manufacturing.
Creen, John	" 8 Con. 4	do	do	Waterdown.	Farmer and Lumber Dealer.	McCarthy, Patrick	do	1853	do	Hamilton	Contracting Teamster.
Campbell, Wm	" 4 " 8	1853	Ireland	Carlisle	Miller and Farmer.	McMonis, James	Dundas street.	1833	England	Waterdown	Clerk of the County.
Crickmore, Benj	" 9 B. F.	1832	England	Aldershot	Farmer.	McMonis, Albert	Lot 3 Con. 2	1838	Canada	do	Farmer.
Easterbrook, Wm.	" 1 Con. 2	1856	do	do	do	Newell, Charles	" 1 " 7	1842	Ireland	Cummins's	do
Edgar, Wm	" 6 " 9	1845	Ireland	Carlisle	do	Patten, Mrs. Sarah A	" 5 " 8	1825	Canada	Carlisle	do
Evans, John	" 9 " 4	1832	Canada	Waterdown.	do	Pepper, Edward	" 7 " 8	1866	do	do	do
Eager, J. C. & Son	Dundas.	1863	Ireland	do	do	Stock, Thomas	" 9 " 3	1831	England	Waterdown	Reeve of the Township.
Engish, David	Lot 11 Con. 2	1817	Canada	do	do	Stock, John	" 11 " 3	1831	do	do	Farmer.
Fonger, David	" 5 B. F.	1783	Germany	Aldershot	do	Stuart, John	Cor. Dundas & Mill.	1871	Scotland	do	Props of the North American Hotel.
Fonger, David	" 5 Con. 1	1830	do	Aldershot	do	Stuart, Thomas	do	1871	do	do	do
Flatt, John I.	" 13 E. F.	1835	Canada	Millgrove	Farmer and Lumberman.	Sparks, Reuben	Lot 10 Con. 7	1855	England	Carlisle	Farmer
Gilmer, Wm	Mill street.	1872	do	Waterdown	Wagon & Agricult'l Implement Mfr.	Scaley, Chas.	" 8 " 3	1831	United States	Waterdown	Farmer and Lumberman.
Griffin, J. K.	Lot 7 Con. 3	1823	do	do	Contractor.	Thompson, Wm	" 6 " 5	1873	Ireland	do	Farmer.
Griffin, E. C.	" 7 " 3	1848	do	do	do	Yake, John	Pt. 1 " 3	1835	Canada	do	do



Note: The limits of the Corporation marked by a strong line of pink color
Scale

400 Feet per inch

Personal Sketches.—Continued from page 18.

MR. J. RYMAL, M. P.

The following is clipped from the *United Service Gazette*: South Wentworth sends a remarkable representative. Remarkable, that is, for his effect—not for his *physique*—the stamp of good humor and shrewd sense and honest fair play, not being, fortunately for the country, altogether so exceptional in the Commons as to constitute a specialty. Remarkable to some degree on the same grounds as his immediately preceding companion in this gallery, he also is a pet in the assembly. We have borrowed an illustration from the *Musketeers* as applicable to our portrait No. 7; if we may seek another for its successor, the search will readily suggest the parallel of M. Grimaud—a person, it will be remembered, silent ordinarily, but who, when he *did* speak, invariably gave utterance to some thing worth saying. It was near the close of the *Vingt ans apres* when the lips of Mr. Dumas' philosopher were opened, and it is well on into the small hours when the pearls of wisdom and of wit distil from those of Mr. Rymal. That, even under such circumstances, they never miss their mark, is the most convincing evidence that no other member of the Legislature more completely has its ear. On the weariest night, and at the latest moment, when argument of orator and patience of audience are simultaneously exhausted, and when everything but his own perennial clear sense and broad humor has given out all round, when speaker after speaker has been coughed down, and cries of "Question, question" mingle clamorously with the slamming of desks, the shuffling of feet, and the whistling and cat-calls of outraged forbearance—our subject, who has designedly reserved himself for the crisis, rises solemnly and slowly, and lo! the tempest is stilled on the moment, and there is a hushed expectancy from front to rear. But the calm is of the briefest. To the first syllable that is deliberately evolved there ensues a burst of laughter that would drown the succeeding one did not its author pause gravely, with a wise, slow smile, before going on to complete, in deep sententious tones, the irresistibly comic period of his simple exordium. It is absolutely impossible to awake, by such reproduction as we can achieve, any adequate conception of the raciness of these *bonnes bouches*. The rough native wit—*crassa Minerva*; the distinct, deliberate enunciation; the calm, measured gesticulation of the index finger, with which each telling point is counted off, and each delinquent of the Treasury individually marked out for punishment; the homely, graphic phrase, and the keen, sarcastic imagery—all combine impalpably to the effect of charmingly good-humored pleasantry. It is Mr. Tennyson's Miller who is again before us—

"The slow, wise smile that, round about
His dusty forehead drily curls,
Seems half within and half without,
And full of dealings with the world."

In these speeches, so much is due to the delivery, that an outside reader will not unnaturally feel surprise at the frequent recurrence of the note "laughter" in any newspaper report of them. He will find it occasionally written, even with emphasis, after sentences which he scarcely recognizes as mirth provoking. But he will also find it echoing his own involuntary merriment after many a passage of fine irony and satiric power, nor need any want of familiarity with the delicacies of debate forbid his frequent hearty appreciation. It is,

however, the oppositeness to the surroundings, and the immediate relevancy of his happy hits to the subject at the moment in hand that point and wing the sparkling arrows of his war, and send each quivering home amid the groans of admiring connoisseurs. Weapons as fine as these may be used but once—it is only the boomerang of the savage that again and again returns to his hand; there must needs, therefore, be a fair stock of them at the archer's back, and even then no single one may be rashly expended. Mr Rymal knows this better than anybody, and never lets go the string till his eye is fairly on the gold and he has warily measured the distance, and calculated exactly the allowance for the wind. Then you hear the twang of the yew and the rush of the goose feather, and the markers score another "centre" to the opposition. It is not for us to show how he does it. The skill of the Sherwood Forrester is beyond our teaching, and his bow defies our powers to bend. These feats of rattling cleverness are not good at second hand, except where they have been told by the author of Ivanhoe. When Mr. Rymal has secured such a biographer the memory of his "few financial statements" will go down for all time.

WILLIAM S. SMITH.

W. S. Smith, one of the best known and most respected residents of Ancaster, was born in that township, and spent the greater part of his life there. He received a liberal education which was a great advantage to him in his after life. He was married, February 1st, 1855, to Margaret, daughter of Wm. Smith. He was a man of great industry, and by strict attention to business he succeeded in acquiring a large fortune. He was by profession a farmer and lumberman, and was highly successful as both. He owned several sawmills, all of which were extremely valuable. He was killed, February 27th, 1875, by the explosion of a boiler, and was lamented by the entire community. He left a widow and five children to mourn his loss. The names of the children are: Charity Albertie, Ellie Madilla, Maggie Belle, William Herbert, and David Franklin. He was a good member of society and was highly respected by all who knew him, and he will long be remembered as a truly good man and valuable member of society.

GEORGE ROACH.

George Roach, our present Mayor, was born in the Isle of Wight—justly called the garden of England, and the favorite resort of Her Gracious Majesty Queen Victoria. He left England in March, 1840, and in April of the same year landed in New York city, where he remained for nearly three years. He came to Canada in 1843, finally settled in Hamilton in 1847, and was elected and served as Alderman for the old St. Mary's Ward in 1858 and 1859. The pressure of his business engagements then obliged him to decline serving longer in the Council at that time, but on retiring from business he was elected by acclamation in 1874 to serve as Alderman once more for the old St. Mary's Ward.

George Roach has always identified himself with public improvements of every kind, and has over taken a most active interest in the success of our Agricultural and Horticultural Societies. He has also been an extensive and successful im-

porter of stock, and it was mainly through his exertion and liberality that our great central fair was inaugurated in 1871. He was its first president, and so highly were his services appreciated that the members of the Agricultural Society, in January, 1874, presented him with an address accompanied with a handsome and costly service of silver plate.

JOHN ROSE HOLDEN

is of an excellent English family. His father was for many years Rector of a rich living in England, and had a large family, all of whom have made themselves conspicuous. Dr. Luther Holden, one of his children, now holds a leading position in one of the largest London hospitals, and is the author of several authoritative works on medicine. Another son is the Head Master in the Church of England School attached to the Durham Cathedral. John Rose received a superior education, and is an excellent French as well as English scholar. He came to this country when quite young, and studied law under the late Judge Campbell in Niagara. So soon as he was called to the bar, he entered into co-partnership with the late R. O. Duggan of Hamilton, and with this gentleman possessed one of the largest and most lucrative practices in western Canada. He subsequently became a member of the City Council, in which he sat for many years. He was Mayor of the city and represented it at the great Boston Jubilee, when Lord Elgin represented London. He has been an active and always a leading member of a number of our local charitable and municipal bodies, and is now one of Hamilton's most valuable citizens.

THOMAS STOCK, M. P. P.

Thomas Stock is one of the most remarkable of all the self-made men in the County of Wentworth. He stands out in bold relief among the rest of his fellow men as an example of what a man possessed of courage, enterprise, and good sound sense, can do in this country. Mr. Stock is of English birth, and came to this country when young and quite poor; but to-day he is the wealthiest man in his township. Mr. Stock is a man of strong physical frame and powerful mental abilities. He is a sound reasoner; a fluent and pleasing speaker; a man, in short, who is popular with the masses on account of his shrewd, common sense and general good qualities. He was for a long time a member of the County Council, and was for several years Warden of the county. In January of this year he ran for a seat in the Local Legislature against Mr. Robert Christie and defeated him. Mr. Christie protested the election and succeeded in having Mr. Stock unseated and disqualified for a very trifling offence against the election law. Hopes are entertained, however, that Mr. Stock will gain his franchise and will be one again restored to his rights as a citizen.

HENRY HALL.

Henry Hall is one of the principal men of the Township of Binbrook. He is of English descent and came to this country in 1834. He first went into office in the old Gore District Council in 1848, and for twenty years remained actively connected with the local politics of the township when he resigned by giving one year's notice. Mr. Hall has been Justice of the Peace for twenty-five years and a Post-master for thirty years.

SALTFLKET.

NAME	LOCATION	Date of Settlement	NATIVITY	POST OFFICE	BUSINESS	NAME	LOCATION	Date of Settlement	NATIVITY	POST OFFICE	BUSINESS			
Biggar, J. H.	Lot 4	Con. 1	1829	Canada	Winona	Farmer and Fruit Grower.	Jardine, Joseph ..	" 31,32	" 5	1851	do	do	do	do
Bedell, John	" 6	" 7	1848	do	Tweedside	Farmer.	Killman, R. J.	" 24	" 6	1864	do	Stony Creek.	Farmer and Blacksmith.	
Barnes, Philander ..	" 16	" 2	1837	do	Stony Creek	Farmer and Fruit Grower.	King, Mrs. Hannah ..	" 3	" B. F.	1839	do	Winona	Farmer and Fruit Grower.	
Biggar, R. W.	Stoney Creek.	" 1839	do	do	do	do	Lotridge, Wm. A.	" 23	Con. 3	1820	do	Stony Creek	Farmer, Fruit Grower and Wine Mfr.	
Combs, H. A.	Lot 25	Con. 3	1835	do	do	Builder.	Lutz, Henry & Son. .	" 27	" 1	1829	do	do	do	Farmers.
Cook, James R.	" 1	" 7	1844	do	Mt. Albion	Miller.	Lee, James A.	" 15	" 5	1844	do	do	do	Farmer and Township Councillor
Corman, Abraham ..	" 21	" 3	1823	do	Stony Creek	Farmer and Gardener.	Launz, Joseph	" 15	" B. F.	1852	do	do	Farmer.	
Carpenter, F. M.	" 14	" 1	1843	do	Winona	Farmer and Reeve of Saltfleet.	Macgil, Henry	" 15	" B. F.	1833	Ireland	Winona	do	Engineer.
Chambers, Amos.	" 2	" B. F.	1808	do	do	Farmer and Fruit Grower.	McFarlane, James ..	" 15	" B. F.	1830	Scotland	Hamilton	Farmer and Sawyer.	
Chambers, G. A.	" 12	Con. 1	1826	do	do	do	Moore, David A.	" 23	Con. 2	1843	Canada	Stony Creek	do	Miller.
Carpenter, G. M.	" 14	" B. F.	1849	do	Stony Creek	Farmer and Cheese Manufacturer.	Miller, John W.	" 24	" 4	1870	do	do	do	Farmer and Fruit Grower.
Carpenter, N. H.	" 15	Con. 1	1835	do	Winona	Farmer, Miller and Fruit Grower.	Pottery, Robert ...	" 16	" 4	1835	Scotland	Taplestown	Farmers.	
Carpenter, Geo.	" 15	" 8	1837	England	Taplestown	Farmer.	Pottruff, Levi & Son	" 32,33	" 7,8	1817	Canada	Mt. Albion	Carriage and Sign Painter.	
Clark, Mires.	" 15	" 8	1837	England	Taplestown	Farmer.	Smith, P. C.	" 1843	do	do	do	do	do	Merchant and Assistant P. M.
Davis, Jonathan.	" 31,32	" 6	1832	Canada	Mt. Albion	Farmer, Cattle Breeder, &c.	Smith, E. B.	" 24	" 3	1845	do	Stony Creek	Allion Hotel Prop.	
Dunn, Samuel.	Stoney Creek.	" 8	1833	New York	Taplestown	Farmer and Carpenter.	Stirling, Thomas H.	" 33	" 6	1844	do	Mt. Albion	Merchant and P. M.	
Eaton, Murray.	Stoney Creek.	" 1865	Canada	Stony Creek	Farm Laborer.	Swayze, Hamilton ..	" 25	" 8	1848	do	Elfrida	Farmer and Fruit Grower.		
Foran, James M.	Lot 8	Con. 1	1841	Ireland	Winona	Farmer.	Stanton, John	" 1858	Ireland	Stony Creek	Prop. of the Half-Way House.			
Foran, Alex B.	" 5	" 1	1850	Canada	do	Merchant.	Spohn, J. L.	" 1846	Canada	Hamilton	do	Fruit Dealer.		
Felker, Frederick.	" 27	" 7	1823	New Jersey	Mt. Albion	Farmer and Mechanic.	Tweedle, Wm.	" 33	" 1	1833	England	Stony Creek	Farm r.	
Grassie, Charles	" 33	" 6	1847	Scotland	do	Blacksmith.	Turner, John.	" 24	" 7	1843	do	Mt. Albion	do	Fruit Dealer.
Goodson, John W.	" 21	" 1	1841	England	Stony Creek	Boot and Shoe Manufacturer.	Turner, Philip	" 21	" 2	1847	do	Taplestown	Farmer and Root Grower.	
Green, Richard.	" 9	" 3	1830	Michigan	Mt. Albion	Minister.	Utter, Palmer	" 21	" 2	1821	Canada	Stony Creek	Farmer and J. P.	
Hopkins, Mrs. J. W.	" 24,25	" 1	1852	Canada	Stony Creek	Farmer and Fruit Grower.	Van Wagner, P. S.	" 25,26	" B. F.	1818	do	do	do	Farmer and J. P.
Hagar, Lewis L.	" 10	" 4	1872	do	Winona	Farmer and Stock Dealer.	Willson, Henry R.	" 1	Con. 1	1823	do	Winona	Farmer and Fruit Grower.	
Hill, James	" 16	" 1	1824	do	Stony Creek	Farmer and Fruit Grower.	Williamson, J. H.	" 27	" 3	1832	do	Stony Creek	Fruit Grower.	
Hester, George	" 23	" 3	1853	do	Elfrida	Farmer and Stock Dealer.	Willson, J. W.	" 5	" B. F.	1822	do	Winona	Grain Merchant.	
Jones, W. H.	" 23	" 3	1814	do	Stony Creek	Farmer.	Webb, John	" 20	Con. 6	1831	New York	Taplestown	Farmer and Carpenter.	
Jardine, John K.	" 31,32	" 5	1848	do	Hamilton	Hop Grower and Cattle Breeder.								

BARTON.

NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.	NAME.	LOCATION.	Date of Settlement.	NATIVITY.	POST OFFICE.	BUSINESS.		
Brown, Benn	Lot 8	Con. 8	1872	Massachusetts.	Hamilton	Mason.	Lacy, Richard	" 1	" 4	1814	do	Bartonville.	Retired.
Burkholder, Elijah ..	" 2	" 7	1820	Canada	do	Farmer.	Longfellow, Albert.	" 2	" 2	1858	England	Hamilton	Sawyer.
Bruce, Wm. P.	" 8	" 1864	Scotland	Mt. Albion	do	Farmer.	Miern, Richard	" 2	" 2	1858	Germany	do	Farmer.
Beckett, Henry.	" 18	" 5	1853	England	Hamilton	do	Murray, John & Son	" 11	" 6	1854	Ireland	do	do
Boardman, James.	" 9	" 6	1847	Canada	do	Teamster.	Molloy, S. R.	" 1	" 4	1859	do	do	Gentleman.
Burkholder, Joel	" 9	" 6	1834	do	do	Farmer.	Neff, Jacob	" 13	" 6	1804	Canada	do	Farmer.
Case, Adolphus J.	" 8	" 2	1820	do	do	Butcher.	Pollock, Robert	" 6 & 7	" B. F.	1848	Ireland	do	Gardener.
Cline, Peter S.	" 18	" 5	1854	Hillinois	do	do	Poupart, Joseph W.	" 15	Con. 4	1867	England	do	Prop. of the Mountain View House.
Chester, Wm.	" 18	" 5	1847	Canada	do	Miller.	Rymal, Joseph	" 21	" 6	1847	Canada	do	Farmer and M. P.
Gourlay, Mrs.	" 18	" 5	1847	England	do	do	Rymal, Ira.	" 19	" 8	1833	do	do	Farmer.
Green, J. A.	" 4	" 4	1840	Canada	do	Farmer.	Rymal Charles.	" 20	" 8	1835	do	do	do
Gage, Wm.	Bartonville.	" 1848	Canada	do	Postmaster.	Rendell, Samuel.	" 6	" 2	1856	England	do	do	Gardener.
Gage, John W.	do	" 1848	Canada	do	Manufacturer of Crystallized Oil.	Ryha, John.	" 1873	Canada	do	do	Saloon-keeper.		
Harvey, James.	Lot 7	" B. F.	1842	England	Hamilton	Farmer.	Stipe, Simon P.	" 5 & 6	" B. F.	1863	do	do	Farmer and Township Councillor.
Jardine, Jas.	" 14	Con. 4	1835	Scotland	do	do	Sinnett, James.	" 1	Con. 3	1845	do	Bartonville.	Farmer.
Knight, Thomas	" 18	" 8	1853	England	do	do	Shaw, James.	" 1	" 3	1850	England	Hamilton	Clergyman.
Kerr, Samuel	" 6	" 4	1811	Canada	Rykmans Crs	do	Sutton, Hamilton.	" 1863	Michigan	do	do	Farmer.	
Kerr, John W.	" 6	" 4	1846	Ireland	Hamilton	Fishery Overseer.	Smith, David	" 1863	do	do	do	do	do
Kerr, Isiah	" 18	" 8	1813	Canada	Rykmans Crs	Farmer.	Terryberry, Jacob.	" 18	" 6	1810	New Jersey	do	Farmer and Miller.
Kerr, Wm.	" 15	" 6	1841	New York	Hamilton	Road Master.	Tindile, Wm.	" 1850	England	do	do	Proprietor of the Street Car Inn.	
Lawry, Thomas	" 6	" 1	1805	England	do	Butcher and Reeve of Barton.	Walker, Geo.	" 1874	do	do	do	Grove Cottage Hotel.	
Lottridge, Wm.	" 6	" 1	1805	Canada	do	Farmer.	Young, Alexander.	" 12	" 8	1821	Canada	Rykmans Crs	Farmer.
Lottridge, John.	" 6	" 1	1828	do	do	Farmer and Deputy Reeve.	Young, James W.	" 10	" 8	1843	do	do	do

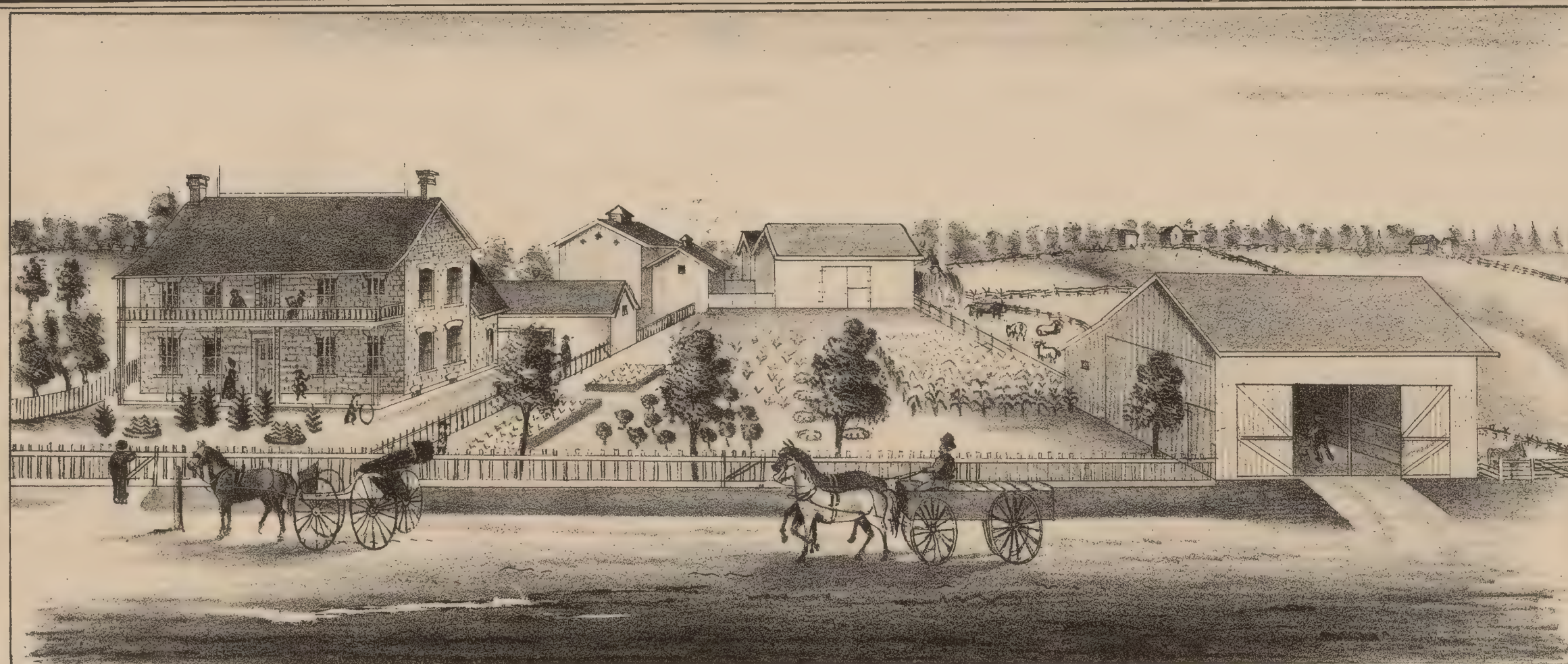
BINBROOK.

NAME.	LOCATION	Date of Settlement.	NATIVITY	POST OFFICE	BUSINESS	NAME.	LOCATION	Date of Settlement.	NATIVITY	POST OFFICE	BUSINESS
Awrey, George.....	Lot 4 Bl. 4 Con. 3	1871	Canada.....	Binbrook.....	Farmer.	Nichol, Robert....	" 20 " 8	1857	do.....	do.....	do.....
Brown, John, Jr.....	" 4 " 4	1842	Scotland.....	do.....	do.....	Pottery, Chas.....	" 3 " 2 " 1	1835	Scotland.....	Woodburn.....	do.....
Bayley, Thos.....	" 5 " 3	1838	Canada.....	do.....	Joiner.	Pottruff, James....	" 5 " 7 " 1	1823	Canada.....	Hannon.....	do.....
Barlow, Richard.....	" 7 Bl. 5 " 3	1827	N. B.	do.....	Farmer.	Potch, William....	" 20 " 7 " 1871	England.....	Binbrook.....	do.....	do.....
Case, Alex.....	" 2 " 2	1851	Canada.....	Woodburn.....	Shoemaker.	Pottery, W.....	" 1 " 2 " 2	1835	Scotland.....	Woodburn.....	do.....
Edmonds, John.....	" 1 " 2 " 2	1861	England.....	do.....	Miller.	Quance, Richard ..	" 5 " 3 " 1	1843	England.....	Elfrida.....	do & Miller,
Edmonds, Ebenezer.	" 4 " 2	1857	Wales.....	do.....	do & Farmer.	Swayze, Richard....	" 2 " 4 " 1	1822	Canada.....	do.....	do.....
Graham, Joseph.....	" 19 " 7	1853	Ireland.....	Binbrook.....	Joiner.	Simpson, Alex.....	" 22 " 1 " 9	1856	Scotland.....	do.....	Merchant.
Hoe, James.....	" 22 & 23 " 9	1850	do.....	do.....	Reeve of Binbrook.	Sidley, John.....	" 1 " 1 " 2	1834	do.....	Woodburn.....	Farmer.
Hall, Henry.....	" 5 Bl. 3 " 3	1834	England.....	do.....	Merchant & Farmer.	Thomson, John.....	" 6 " 5 " 3	1835	do.....	Hall's Cor's	Tailor.
Jarvis, Archibald..	" 4 & 5 " 21	2	1850	Ireland.....	Woodburn.....	Tassell, Wm.....	" 5 " 2 " 2	1856	England.....	Woodburn.....	Sawyer & Farmer.
Lehan, Thomas.....	" 11 " 7	1847	Scotland.....	Binbrook.....	do.....	Tweedle, Thomas..	" 2 " 1 " 1	1873	Canada.....	Taplestown.	Farmer.
Menzies, John.....	" 13 " 8	1836	do.....	do.....	do.....	Webb, Thomas.....	" 5 " 2 " 1	1833	New York.....	Woodburn.....	do.....
Martin, William.....	" 5 Bl. 3 " 2	1840	Canada.....	do.....	do.....						

COUNTIES, &c.	POPULATION.
Essex	32,697
Kent	26,836
Bothwell	20,701
Lambton	31,994
Elgin	33,546
Middlesex	66,739
London	25,826
Norfolk	30,760
Oxford	48,237
Brant	32,259
Haldimand	20,091
Monck	17,602
Welland	20,572
Niagara	693
Lincoln	20,672
Wentworth	40,883
Hamilton	32,000
Huron	63,165
Lennox	16,396
Bruce	48,515

COUNTIES, &c.	POPULATION.
Perth	46,536
Waterloo	40,251
Wellington	63,289
Grey	59,395
Halton	25,606
Peel	18,369
Cardwell	18,500
Simcoe	57,389
York	69,882
Toronto	60,000
Ontario	45,923
Durham	88,316
Victoria	35,000
Northumberland	40,000
Peterborough	35,000
Prince Edward	20,336
Hastings	50,000
Lennox	16,396
Addington	21,312

COUNTIES, &c.	POPULATION.
Kingston	20,000
Leeds	25,000
Brookville	12,000
Leeds and Grenville	30,000
Dundas	18,777
Stormont	13,973
Cornwall	10,114
Glengary	22,524
Prescott	20,000
Russell	21,000
Ottawa	22,444
Carleton	23,000
Lanark	35,000
Renfrew	30,210
Nipissing	4,000
Muskoka	6,000
Parry Sound	3,00



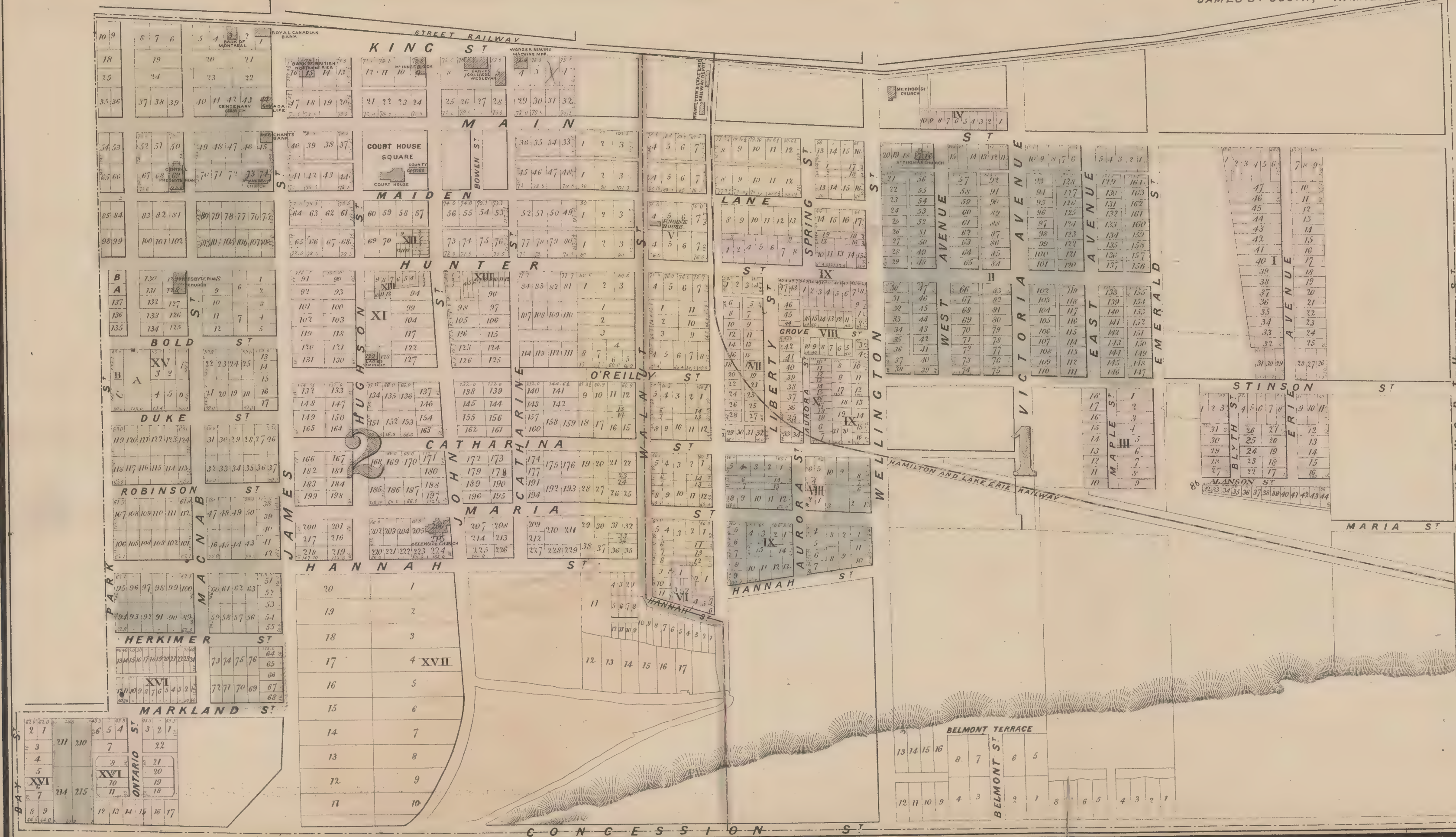
RES & FARM (141 ACRES) OF WELLINGTON SHAW.
CON. 7 LOT 6 TR OF GLANFORD. CO. OF WENTWORTH, ONTARIO.



RES OF DR J.W. ROSEBRUGH.
JAMES ST SOUTH, HAMILTON, ONT.



RES & MILL OF ALEX. CHAPMAN & SON.
CON. 1 LOT 38 & 39. TP OF ANCASTER. CO. OF WENTWORTH. ONT.



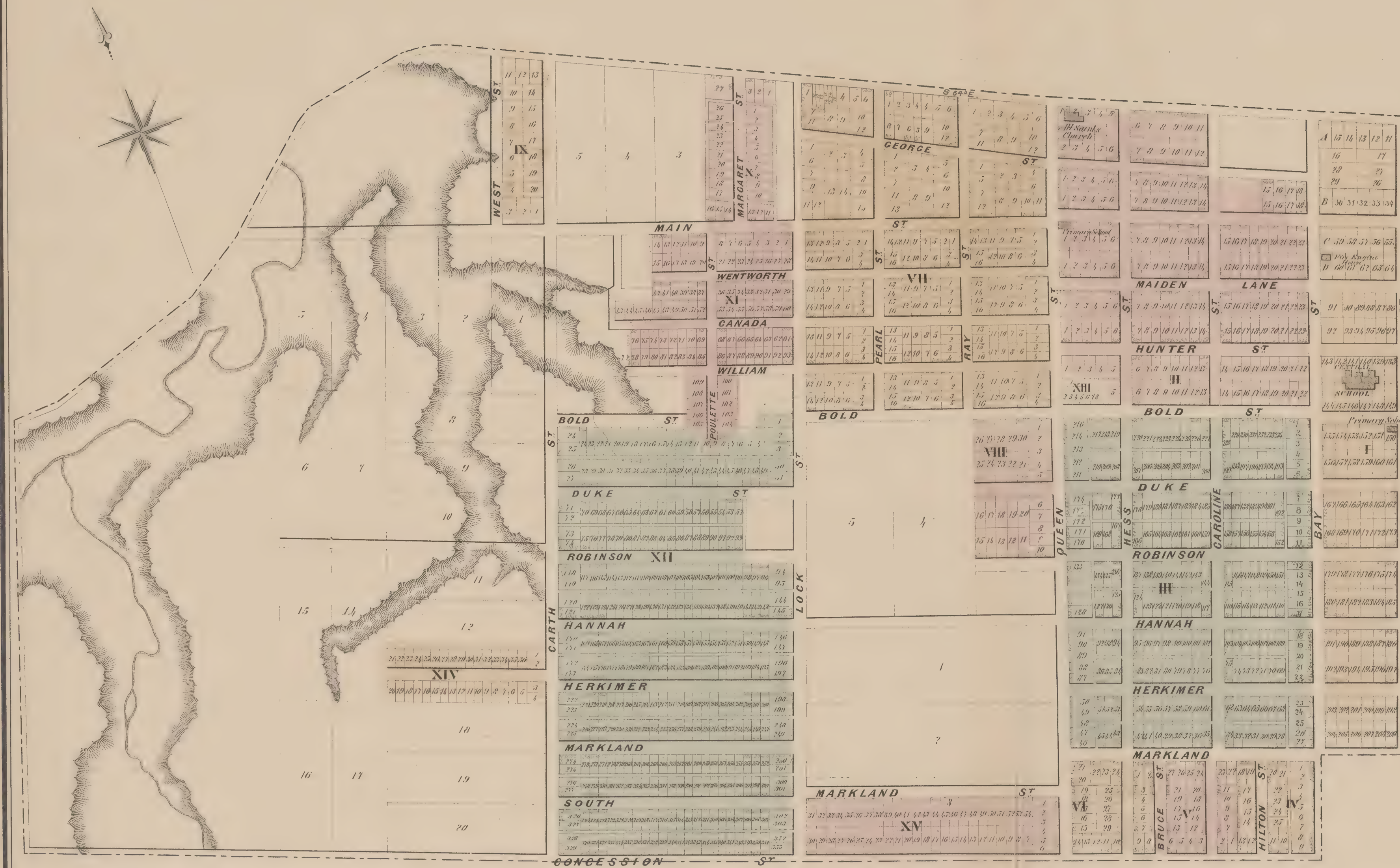
RES OF JESSE SMITH.
TP OF ANCASTER. CO OF WENTWORTH. ONT.

FIRST & SECOND WARDS, CITY OF HAMILTON

- I Hunter's
- II H.B. Wilson's
- III Billings & Pearman's
- IV Thomas Stinson's
- V O.T. Springer
- VI Kneeshaw's
- VII Geo. Duggan's
- VIII Holden & Papp's
- IX Samuel Mills'
- X John Ruthven's
- XI Geo. Hamilton's
- XII Applegarth's
- XIII Bossin's
- XIV R.T. Hamilton's
- XV P.H. Hamilton's
- XVI Pringle Logie & Griffith's
- XVII R.J. Hamilton's



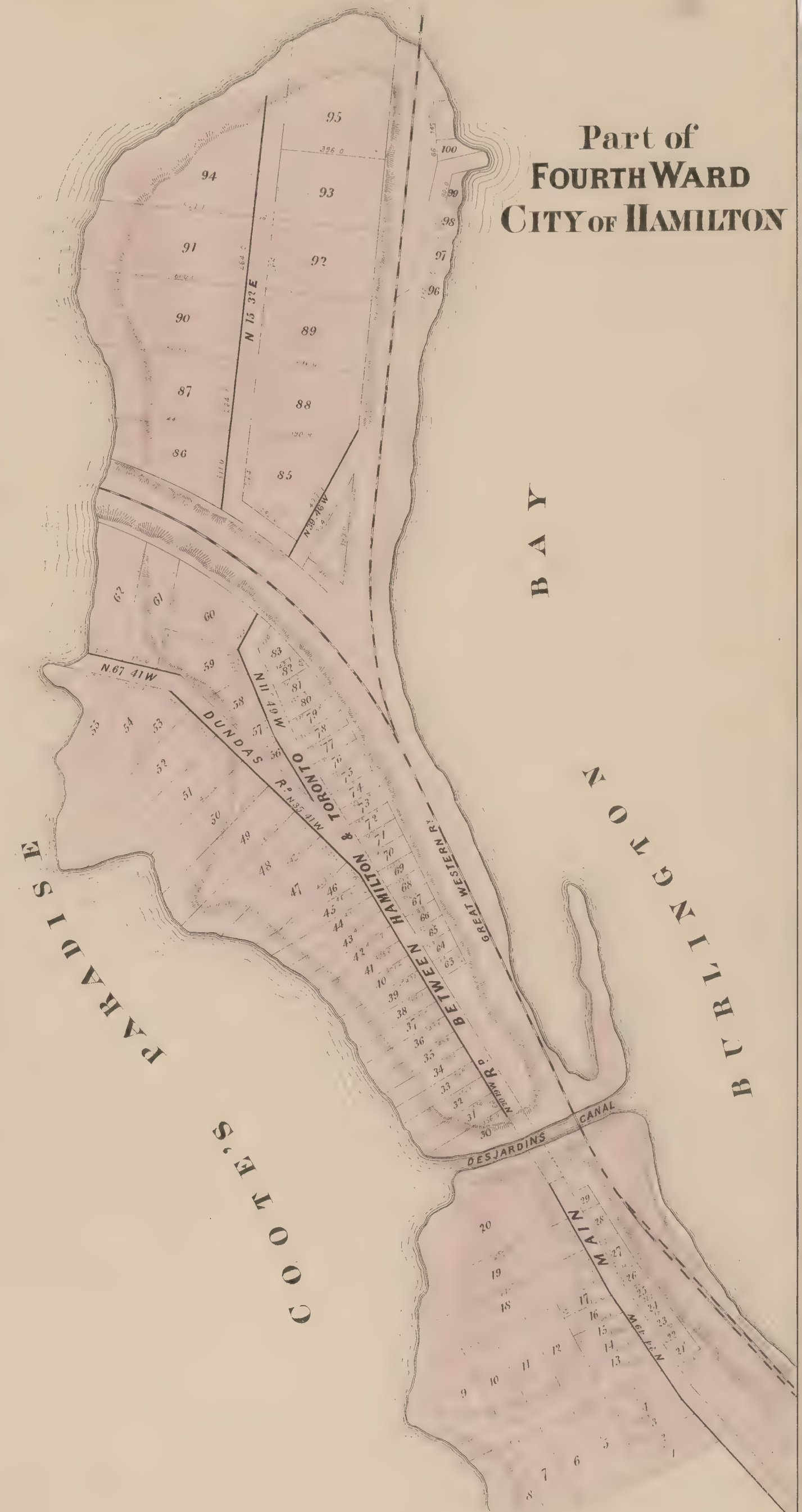




- I R.H. Hamilton's Survey
 II G.S. Pittsings
 III Kerp. MacLaren's & Streets
 IV R.E. Streets
 V Rev. W. Jones
 VI John Brown's
 VII James Mills
 VIII R.A. Lowe's
 IX Kennedy & Duggan's
 X Thomas Stinson's
 XI Beckley's
 XII MacLaren's
 XIII John Rathven's
 XIV Daniel Vee's
 XV Thomas Swingard's

THIRD WARD

CITY OF HAMILTON.





FOURTH WARD CITY OF HAMILTON

BURLINGTON

BAY



- I. G. S. T. P. R. P.
- II. S. J. V. W. R. S.
- III. W. J. V. W. R. S.
- IV. W. J. V. W. R. S.
- V. W. J. V. W. R. S.
- VI. W. J. V. W. R. S.
- VII. W. J. V. W. R. S.
- VIII. W. J. V. W. R. S.
- IX. W. J. V. W. R. S.
- X. W. J. V. W. R. S.
- XI. W. J. V. W. R. S.
- XII. W. J. V. W. R. S.
- XIII. W. J. V. W. R. S.
- XIV. W. J. V. W. R. S.
- XV. W. J. V. W. R. S.
- XVI. W. J. V. W. R. S.
- XVII. W. J. V. W. R. S.
- XVIII. W. J. V. W. R. S.
- XIX. W. J. V. W. R. S.
- XX. W. J. V. W. R. S.



Business Directory of the City of Hamilton.

JOSEPH HERRON,
TAILOR AND MEN'S MERCER
82 King Street East,
82.) HAMILTON. (82.)

ALEXANDER ASHER,
RETAIL
CONFECTIONER
AND CAKE BAKER,

A great variety of Cakes, Buns and Pastry, kept always on hand.
King St., 3 doors west of Queen, Hamilton.

SPEAK ALSO OF HOME MADE BREAD.

CATHARINE STREET
Livery Establishment.



Livery of superior description supplied on the shortest notice.

Charges Moderate.

N. B.—No business transacted at this establishment on the Sabbath.

JOHN TEMPLE. E. S. WHIPPLE.

Dominion Carriage Factory.

MORGAN, MALLOY & MALCOLM.

ALL KINDS OF CARRIAGES & BUGGIES
MADE TO ORDER.

Jobbing done with neatness and despatch.
NO. 9 PARK STREET NORTH.

GALBREATH & CO.,
GROCCERS,
DEALERS IN
Wines and Liquors, Provisions, etc.
COR. KING & JOHN STS., HAMILTON.


M. BURNS & SON,
DEALERS IN
Lumber, Laths,
SHINGLES, POSTS, &c.,
Bill Timber Cut to Order on Short Notice.
OFFICE: 60 James St. North. P. O. Box 423.
HAMILTON, ONT.

JOHN CORMACK,
MERCHANT TAILOR
And Dealer in
READY-MADE CLOTHING.
16 King Street West,
HAMILTON, - - - ONTARIO.

JAMES WIDGER,
DEALER IN
BOOTS AND SHOES
COR. KING & McNAB STS.
HAMILTON, ONT.

Best American & Canadian
 **ORGANS.**
CHEAPEST IN CANADA.
R. EWEN, No. 10 Ferguson Ave.
Opp. H. & L. E. Depot.

DR. R. J. HUSBAND,
DENTIST,
Graduate of Philadelphia Dental College,
Rooms, No. 10, King St. West, 4 Doors above James,
Hamilton, - - - Ontario.
Special attention given to the Perfect Filling & preservation of the Natural Teeth.

80 KING ST. EAST, OPPOSITE W. F. COLLEGE, HAMILTON.

TOM. LEWIS,
MANUFACTURER AND DEALER IN
Cigars of all Kinds,
Fine Cut Smoking & Chewing Tobaccos,
AND SMOKER'S SUNDRIES
Peddlars and Dealers Supplied on Reasonable Terms.

JAMES PHILIP,
MANUFACTURER OF
SADDLES, HARNESS, WHIPS,
Trunks, Traveling Bags, &c.
No. 24 JAMES STREET,
Hamilton, - - - Ontario.
Light Harness and Turf Boots a Speciality.

J. M. WILLIAMS & CO.
MANUFACTURERS OF
Plain, Stamped, Re-tinned
AND JAPANNED TINWARE,
76 James St. North, Hamilton, Ont.

HENRY WALKER,
PRACTICAL
PLUMBER, GAS-FITTER,
BELL HANGER, ETC.
COR. MAIN AND JAMES STS.,
Hamilton, - - - Ontario.
Baths, Water Closets, Wash Basins, Pumps, Sinks, Sheet Lead
Lead and Iron Pipe, Brass Works, etc., etc.

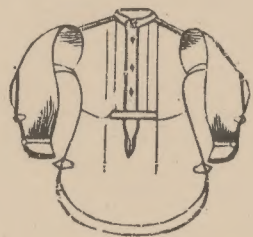
C. L. VONGUNTEN,
PRACTICAL
Watchmaker & Jeweller,
No. 15 JAMES STREET,
Hamilton, - - - Ontario.

HAMILTON WINDOW SHADE FACTORY,
101 James St. North, Hamilton, Ont.
O. C. EVANS, Proprietor.
CLOTH, RUSTIC, AND
VENETIAN WINDOW SHADES
For Store Fronts, Churches, Schools, Dwellings, &c.
SIGN, SHOW CARD, & BANNER
PAINTING, GRAINING,
Invisible Wire Screens, Canvas Awnings, Etc.

HENRY HARDING,
PRACTICAL
Plumber, Gas & Steam
FITTER.
Water, Steam & Gas Fixtures,
Baths, Water Closets, Wash Basins, Pumps, Iron and Lead Pipes.
71 JAMES STREET, HAMILTON.

RAILROAD AND GENERAL PASSENGER AGENCY.
ARCH'D McKEAND,
AGENT FOR
Fire, Life and Marine Ins. Co's.
CANADIAN NAVIGATION CO'S STEAMERS, Daily for Montreal.
OCEAN STEAMSHIP COMPANIES for Europe.
MICHIGAN CENTRAL E. R. and Connections.
57 James Street, {TICKET OFFICE: ROYAL HOTEL BUILDINGS.} Hamilton, Ont.
Sole Agent for the Babcock Fire Extinguisher.
ISSUER OF MARRIAGE LICENSES.

Business Directory of the City of Hamilton.



W. P. JEFFERY,

Importer of Gentlemen's Furnishings, Hats, Caps, &c.

A FIRST-CLASS STOCK OF SILK UMBRELLAS.

No. 60 James Street North, (nearly opposite Royal Hotel.)

National Life Insurance Co.

U. S. A.

(Incorporated by Special Act of Congress.)

Cash Capital, \$1,000,000 Paid in Full.

Deposit at Ottawa—\$100,000.00 U. S. Gold Bonds.

For the security of Canadian Policy Holders only.

Cash Assets January 1st, 1875	\$3,580,225 81
Liabilities do do	2,155,027 11
Surplus over all liabilities	\$1,425,198 20

T. C. LIVINGSTON,

General Manager for Canada, HAMILTON.

Victoria Mutual Fire Insurance Company of Canada.

"HAMILTON BRANCH:"

Within range of Hydrants in Hamilton.

"WATER WORKS BRANCH:"

Within range of Hydrants in any locality having efficient water works.

"GENERAL BRANCH:"

Farm and other non-hazardous Property only.

One Branch not liable for debts or obligations of the other.

W. D. BOOKER, Sec'y.

GEO. H. MILLS, President.

HEAD OFFICE, - - HAMILTON.

CHAS. CLUTHE'S

Self-Adjustable Spiral Springs.

Dress Pads with or without Springs.



Patented Dec. 17, 1874.

Manufacturer of all kinds of Surgical Appliances, 99 King St. East.

CHAS. E. MORGAN,

Exchange Broker,

No. 11 JAMES STREET,

HAMILTON, ONT.,

Does a General Exchange and Passage Business.

NORTHEY'S

STEAM ENGINE WORKS!

Corner of Wellington and King William Streets,
HAMILTON, ONTARIO.

T. NORTHEY,

MANUFACTURER OF
PORTABLE AND STATIONARY

STEAM ENGINES & BOILERS.

ALSO STEAM PUMPS AND STEAM BOILER FEEDERS.

All Kinds of Gearing for Steam or Water Saw Mills.

Props for Stamping Sheet Metals, Steam Engine Governors, &c.

ESTABLISHED 1861.

THOMAS LEES,
Watchmaker AND Optician

IMPORTER OF

GOLD AND SILVER WATCHES,

Fine Gold Chains, Jewellery of the latest styles, Opera
Glasses, Spectacles, &c.

No. 5 James Street, North,

HAMILTON, ONT.

P. B. BARNARD,

36 King St. West, near Cor of McNab Street,

HAMILTON.

DEALER IN

Linens, Cottons, Silks,

Woollens and General

FANCY DRY GOODS.

H. D. BASSETT,

DEALER IN ALL KINDS OF

Sewing Machines.

REPAIRS

Of Every Description Promptly Executed.

NEEDLES to suit all kinds of Sewing Machines
Constantly on hand.

Cor. of Main & Catharine Sts. HAMILTON ONT.

CIGARS & TOBACCOS!

FRED'K. SCHRADER,

MANUFACTURER OF AND DEALER IN

CHOICE BRANDS IN TOBACCOS & CIGARS!

No. 14 KING STREET,

HAMILTON, - - Ontario.

SEED. ESTABLISHED 1850. SEED.

JOHN A. BRUCE & Co.

IMPORTERS AND GROWERS OF SEEDS:

Seed Warehouse,

COR. KING AND McNAB STS.

SEED GROUNDS, MAIN ST. EAST.

Hamilton, - - Ontario.

CATALOGUES ON APPLICATION.

MURTON & REID,

DEALERS IN

Lehigh,

Seranton,

Lackawanna,

Wilkesbarre,

EGG, STOVE AND CHESTNUT.

Cannel,

Briar Hill,

Massillon,

Clover Hill,

AND OTHER BRANDS OF SOFT COAL.

Lehigh Lump

and Blossburg.

COR. JOHN AND REBECCA STREETS, HAMILTON.